Commercial.

THIS DAY.

Noon.

Business in the Share Market has been very quiet this morning. Banks are steady at quotation. China Traders' have changed hands at $73 per share and there are still buyers at that rate. Docks are enquired after at 58 premium for the end of the month. China Sugars keep on their upward course and are now in firm demand at 143 cash and 144 for the end of the month. Nothing in other stocks requires special comment.

4 o'clock p.m.

Banks are considerably weaker than they were this morning, holders freely *offering to sell* for cash at 192 without finding customers. Further business has been put through in China Traders' scrip at 73, and more shares could be placed without difficulty at the rate. Steamboats are in good demand for cash at 50 per share premium, and at equivalent rates a few time transactions for the end of the month and also for December 31st have been registered. Sales of China Sugars at 143 for cash have been reported, the stock leaving off in steady demand at that rate, also at 146 for the end of the year. Other quotations remain unchanged.

SHARES.

Hongkong and Shanghai Bank— ... ...
Hongkong and Shanghai Bank—New Issue } 192 per cent. premium, sellers.
Union Insurance Society of Canton—$625 per share, sellers.
China Traders' Insurance Company—$73 per share, sales and buyers.
North China Insurance—Tls. 1,400 per share.
Canton Insurance Company, Limited—$105 per share, buyers.
Yangtsze Insurance Association—Tls. 1020 per share, sellers.
Chinese Insurance Company—$215 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$352½ per share, buyers.
China Fire Insurance Company—$365 per share.
Hongkong and Whampoa Dock Company—57 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co. —$50 per share, premium, buyers.
China and Manila Steam Ship Company—118 per share.
Hongkong Gas Company—$80 per share.
Hongkong Hotel Company—$150 per share, buyers.
Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.
China Sugar Refining Company, Limited—$143 per share, sales and buyers.
China Sugar Refining Company (Debentures)—2 per cent. premium.
Luzon Sugar Refining Company, Limited—$77 per share.
Hongkong Ice Company—$155 per share, sellers.
Hongkong and China Bakery Company, Limited —$80 per share, buyers.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—2 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7¾
Bank Bills, on demand 3/8¼
Bank Bills, at 30 days' sight....................3/8½
Bank Bills, at 4 months' sight....................3/8¾
Credits, at 4 months' sight....................3/8¾
Documentary Bills, at 4 months' sight.................... 3/8¾ @ 3/9
ON PARIS.—
Bank Bills, on demand ....4.70.
Credits, at 4 months' sight ....4.80.
ON BOMBAY.—Bank, T.T....................223¾
ON CALCUTTA.—Bank, T.T....................223¾
On Demand 223¾
ON SHANGHAI.—
Bank, sight 72¾
Private, 30 days' sight....................73¼

OPIUM MARKET.—THIS DAY.

NEW MALWA ....per picul, $535
(Allowance, Taels 72.)
OLD MALWA ....per picul, $575
(Allowance, Taels 72.)
NEW PATNA, high touch (without choice) per chest $580
NEW PATNA, high touch (first choice) per chest.................... $582½
NEW PATNA, high touch (bottom) per chest $585
NEW PATNA, high touch (second choice) per chest $577½
NEW PATNA, low touch (without choice) per chest $577½
NEW PATNA, low touch (first choice) per chest.................... $580
NEW PATNA, low touch (bottom) per chest $582½
NEW PATNA, low touch (second choice) per chest $575
OLD PATNA, per chest $595
NEW BENARES, high touch (without choice) per chest $560
NEW BENARES, high touch (bottom) per chest.................... $560
NEW PERSIAN (best quality) per picul, $485 @ $525
OLD PERSIAN (best quality) per picul, $375 @ $400
OLD PERSIAN (second quality) per picul, ...$265 @ $325

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. On date at 10 A.M.	MANILA. Previous day at 4 P.M.	MANILA. On date at 8 A.M.
Barometer..........	30.08	30.22	30.00	30.10	30.11	30.14	30.11	30.04
Therm'ter attached	83.0	81.0	8.00	75.0	70.0	67.0	81.8	82.7
Direction of Wind.	E	E	ESE	NE	N	NW	WSW	NE
Force..........	3	4	2	2	2	1	2	2
Dry Thermometer.	80.5	79.5	—	—	75.0	66.5	87.0	84.8
Wet Thermometer.	73.0	72.0	—	—	65.0	64.0	77.5	76.5
Weather	b c	b c	—	—	b b	b b	b e	c b
Hour's Rain..........	—	—	—	8	—	—	—	7
Quantity fallen.....	—	—	—	0.80	—	—	—	0.05

Barometer, level of the sea in inches, tens and hundreds.—Thermometer, in Fahrenheit degrees and tens kept in the open air in a shaded situation.—Direction of Wind, is registered every two points, N., N.N.E., N.E., etc.—Force of Wind, 0 calm; 1 to 3 light breeze; 3 to 5 moderate; 5 to 7 fresh; 7 to 8 strong; 8 to 10 heavy; 10 to 12 violent.—State of Weather, B. Clear blue sky; C. Cloudy; D. Drizzly; F. Fog; G. Foggy; H. Hail; L. Lightning; M. Misty; O. Overcast; P. Passing showers; Q. Squally; R. Rainy; S. Snow; T. Thunder; U. Bad, threatening; V. Visibility; W. Dew; Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.—Rain.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24; the quantity of water fallen indicated in inches, tens and hundreds.

Shipping.

ARRIVALS.

HAINAN, British steamer, 281, W. Mooney, 9th October,—Haiphong 3rd October, and Hoihow 7th, General.—Afong.
SALTEE, French steamer, 323, Aranguren, 9th October,—Haiphong 3rd October, and Hoihow 8th, General.—A. R. Marty.
ROHILLA, British steamer, 2,251, W. Barratt, 9th October,—Bombay 22nd September, and Singapore 4th October, Mails and General. —P. & O. S. N. Co.
POSANG, British steamer, 945, T. M. Irvine, 10th October,—Shanghai 7th October, General. —Jardine, Matheson & Co.
DON JUAN, Spanish steamer, 654, J. M. Marquez, 10th October,—Manila 7th October, General.—Brandao & Co.
GOLIAH, Siamese bark, 542, Roche, 10th Oct., —Whochin 16th September, Wood.—Order.
CHINKIANG, British steamer, 907, S. M. Orr, 10th October,—Shanghai 7th Oct., Treasure ($100,000) and General.—Siemssen & Co.
FUSHUN, British steamer, 1,504, R. M. Andrews, 10th October.—Glasgow 16th August, and Singapore 4th October, General.—C. M. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Victor, British bark, for Manila.
Glencoe, British steamer, for Singapore, &c.

DEPARTURES.

October 10, *Nam-vian*, French str., for Hoihow.
October 10, *Tekli*, British bark, for Bangkok.
October 10, *Vorwaerts*, German steamer, for Saigon.
October 10, *Ping-on*, British str., for Hoihow.
October 10, *Glencoe*, British steamer, for Straits and London.
October 10, *Fooksang*, British str., for Shanghai.
October 10, *Posang*, British str., for Canton.

PASSENGERS—ARRIVED.

Per *Saltee*, str., from Haiphong, &c.—2 Europeans and 11 Chinese.

Per *Don Juan*, str., from Manila.—2 Europeans, 2 women, and 35 Chinese.

Per *Posang*, str., from Shanghai.—58 Chinese.

Per *Fushun*, str., from Glasgow, &c.—Mrs. and Miss Petersen, Mrs. Shearer, Mrs. Artwin and 2 children, Mr. Davis, and 445 Chinese.

Per *Rohilla*, str., from London.—Mrs. Pauls and servant, Messrs. C. F. McKee and G. S. Northcote, for Hongkong. From Gibraltar.—Mr. and Mrs. Supa and child. From Malta.—Staff-Surgeon R. Turner. From Penang.—9 Chinese. From Singapore.—43 Chinese. For Shanghai.—Mr. and Mrs. Williamson and 2 children, Miss Horn, Messrs. Starkey, Dick, and Stephenson, from London. From Colombo.—Mr. J. B. McIntyre. From Penang.—1 European. From Singapore.—Major Coffey, Miss Riply, and Mr. M. G. Brown and servant. For Yokohama.—Mr. W. Hewetson, from Singapore.

DEPARTED.

Per *Nam-vian*, str., for Hoihow.—6 Chinese. For Haiphong.—Messrs. C. Guieu, Cavelty, George, Villerol d'Anguis, and 26 Chinese.

Per *Douglas*, str., for Foochow.—Bishop Burdon, Messrs. N. A. Popoff, R. W. Mansfield, and W. Doberck.

REPORTS.

The British steamship *Posang* reports left Shanghai on the 7th instant. Had moderate to light N.E. winds and fine weather throughout.

The British steamship *Fushun* reports left Glasgow on the 16th August, and Singapore on the 4th instant. Had light winds and fine weather throughout the passage.

The British steamship *Chinkiang* reports left Shanghai at 1.30 a.m. on the 7th instant, and arrived at 7.15 a.m. on the 10th. Had moderate N.E. winds with fine weather throughout.

The British steamship *Hainan* reports left Haiphong at 5 p.m. on the 3rd instant. After passing the Norways had strong breeze from the N.E. with high sea. At 9 a.m. on the 4th blowing a stiff gale from the N.E. with a high head sea. Put the ship about and steered for Feitze Lung Bay, at which place arrived at 4.30 p.m. Left Feitze Lung Bay at 7 a.m. on the 6th. Had strong breeze from the Eastward to Cape Cami; thence to Hoihow had light breeze and fine weather. Arrived in Hoihow at 11 a.m. on the 7th, and left again at noon on the 8th; thence to Hongkong had moderate breeze and fine weather.

Post Office.

A MAIL WILL CLOSE

For Amoy and Manila.—Per *Don Juan*, to-morrow, the 11th instant, at 5 P.M.

For Swatow, Amoy, & Foochow.—Per *Namoa*, to-morrow, the 11th instant, at 5 P.M.

For Nagasaki and Kobe.—Per *Kumamoto Maru*, on Friday, the 12th instant, at 3.30 P.M.

For Straits and Bombay.—Per *Geelong*, on Monday, the 15th instant, at 3.30 P.M.

For Straits and Calcutta.—Per *Lennox* and *Japan*, on Tuesday, the 16th instant, at 2.30 P.M.

For Nagasaki, Hiogo, and Yokohama.—Per *Zambesi*, on Wednesday, the 17th instant, at 11.30 A.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "CITY OF PEKING," will be despatched on SATURDAY, the 13th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

At 2.15 P.M. Registry ceases.

At 2.30 P.M. Post-office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE BRITISH PACKET.

The British Contract Packet "DECCAN," will be despatched on TUESDAY, the 16th instant, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australasian Colonies.

The usual hours will be observed in closing the Mails, &c.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "AMAZONE," will be despatched on TUESDAY, the 23rd instant, with Mails to the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, India (via Madras), the Australasian Colonies, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS FOR CLOSING THE CONTRACT MAILS. THE ENGLISH MAIL.

The following hours are observed in closing Mails, &c., by the British Contract Packet:—

DAY OF DEPARTURE.

NOON.—Money Order Office closes.
2.00 P.M.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3.00 P.M.—Mails closed, except for Late Letters.
3.10 P.M.—Letters may be posted with late fee of 10 cents until
3.30 P.M.—when the Post Office closes entirely.
3.40 P.M.—Late Letters may be posted on board the packet with late fee of 10 cents until time of departure.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIV, Danish steamer, 268, Revebeck, 23rd Sept.,—Hoihow 21st September, General.—C. M. S. N. Co.—Kowloon Dock.
CATTERTHUN, British steamer, 1,480, F. Binstead, 3rd October,—Sydney 10th Sept., and Port Darwin 23rd, General.—Gibb, Livingston & Co.
CITY OF PEKING, American steamer, 3,129, G. G. Berry, 1st October,—San Francisco 4th Sept., and Yokohama 26th, Mails and General.—P. M. S. S. Co.
C. T. HOOK, British steamer, 902, W. Jarvis, 29th September,—Saigon 22nd September, Rice.—Thos. Howard & Co.
EMUY, Spanish steamer, 410, Rementeria, 30th June,—Manila 27th June, General.—Remedios & Co.—Kowloon Dock.
FAME, British steamer, 117 (Stopani)—Hongkong and Whampoa Dock Co.
GEELONG, British steamer, 1,139, P. W. Case, 3rd October,—Bombay 14th Sept., General. —P. & O. S. N. Co.
GRAVINA, Spanish steamer, 398, Echevarria, 12th Sept.,—Manila 8th Sept., Ballast.—Remedios & Co.—Kowloon Dock.
JAPAN, British steamer, 1,865, T. S. Gardner, 29th September,—Calcutta 15th September, Penang 21st, and Singapore 23rd, 1,451 chests Opium, 623 bales Cotton, 2,109 bags Saltpetre, and 2,400 packages Sundries.—D. Sassoon, Sons & Co.—Cosmopolitan Dock.
JOLANI, British steamer, 981, Wallace, 7th Oct., —Nagasaki 3rd October, Coals.—Arnhold, Karberg & Co.
KUMAMOTO MARU, Japanese steamer, 1,910, J. Drummond, 7th October,—Kobe and Nagasaki 3rd October, General.—Mitsu Bishi M. S. S. Co.
LENNOX, British steamer, 1,327, Scott, 29th Sept.,—Calcutta 15th September, Penang 20th, and Singapore 23rd, General.—Jardine, Matheson & Co.
LI YUNG, Annamite steamer, 150, Chun, 19th June,—Touron 15th June, General.—Chinese.
NAMOA, British steamer, 882, Westoby, 9th Oct., —Foochow 4th October, Amoy 5th, and Swatow 8th, General.—D. Lapraik & Co.
OLYMPIA, German steamer, 783, E. Christiansen, 6th October,—Saigon 1st October, Rice. —Siemssen & Co.
PEKING, British steamer, 954, Heuermann, 3rd October,—Canton 2nd October, General.—Siemssen & Co.—Cosmopolitan Dock.
SEA GULL, American steamer, 48, Hayden, Nov. 24th,—China Traders' Insurance Co.
SIN TAIWAN, German str., 47, H. Victeen, 30th July,—Taiwan 24th July, Ballast.—Captain.
TAICHOW, British steamer, 862, James Jordan 9th October,—Bangkok 2nd October, General.—Yuen Fat Hong.

SAILING VESSELS.

ALBYN'S ISLE, British bark, 360, A. W. Alden, 27th September,—Keelung 24th Sept., Coals, —Ed. Schellhass & Co.
ASTERIA, British brig, 211, Samuel Cox, 26th September,—Normanton (North Queensland) 18th Sept., Ballast.—Captain.
CHARLES BAL, British ship, 1,431, W. J. Watson, 16th September,—Cardiff 6th May, Coals.—Russell & Co.
CONCORDIA, German 3-m. schooner, 274, H. Ruster, 16th September,—Nagasaki 31st August, Coals.—Siemssen & Co.
FURNESS ABBEY, American bark, 1,044, Marcey, 22nd Sept.,—Yokohama 30th August, Ballast.—Captain.
GREYHOUND, British brig, 231, Prescott, 9th August,—Albany, W.A., 16th June, Wood. —Gilman & Co.
GUSTAV & OSCAR, German ship, 1,352, G. Seemann, 9th October,—Cardiff 1st June, Coals. —Melchers & Co.
H. W. DUDLEY, American bark, 1,085, D. W. Dudley, 1st Sept.,—Nagasaki 23rd August, Coal.—Captain.
J. A. BORLAND, American bark, 635, Y. A. Kent, 8th September,—Newcastle 6th July, Coal.—Russell & Co.
KILLEENA, British bark, 795, H. Wallace, 11th August,—Hamburg 11th April, General.—Siemssen & Co.
LIVINGSTONE, German bark, 531, H. Steffens, 1st October,—Newchwang 18th September, Beans.—Siemssen & Co.
LOTHAIR, British bark, 800, Dexter, 23rd Sept., —London 27th May, General.—Russell & Co.
LOUISA, German 3-m. sch., 245, Schierloh, 2nd Jan.,—Whampoa 31st Dec., General.—Captain.
MAGIC, British schooner, 214, White, 20th Aug., —Newchwang 25th July, Beans.—Order.
MARIE, German bark, 430, Thomaschewsky, 27th August,—Swatow August 10th, Ballast. —Siemssen & Co.
MARIE LOUISE, German bark, 442, A. Ericksen, 8th October,—Singapore 15th September, Timber—Chinese.
MELBREK, British bark, 867, H. Lightbody, 29th September,—Cardiff 7th June, Coal.—Messageries Maritimes.
NICOYA, British bark, 594, James Foster, 26th September,—Newcastle, N.S.W., 25th July, Coal.—Arnhold, Karberg & Co.
OBED BAXTER, American bark, 876, Obed, 23rd Sept.,—Shanghai 18th September, Ballast. —Russell & Co.
PAUL JONES, American ship, 1,205, E. A. Gerrich, 8th September,—Shanghai 30th August, Ballast.—Russell & Co.
SCHWAN, German brig, 276, Schroder, 16th Sept., —Nagasaki 27th August, Coals.—Siemssen & Co.
SEA RIPPLE, British barkentine, 182, A. Rickers, 24th Sept.,—Freemantle 19th August, Sandalwood.—Siemssen & Co.
SILVER EAGLE, British bark, 908, S. Richards, 31st August,—London 9th May, General.—Arnhold, Karberg & Co.
SOUNTAG, American bark, 1,004, F. D. Walds, 9th August,—Newcastle, N.S.W., 7th June, Coal.—Adamson, Bell & Co.
SPARTAN, American schooner, 85, Ch. Vincent, 26th July,—from Changchow.—W. H. Ray.
S. S. RIDGWAY, Amer. bark, 833, H. S. Townsend, 12th Sept.,—Bangkok 25th August, General.—Chinese.
TETUAN, British bark, 438, S. Hyne, 9th Sept., —Newchwang 17th August, Beans.—Wieler & Co.
THREE BROTHERS, British bark, 366, Kalkins, 1st Sept.,—Quinhon 25th August, General. —Ee Tye Hong.
TRAIT D'UNION, French 3-m. sch., 358, C. Renouf, 1st October,—Singapore 9th Sept., Coals.—Chinese.
TWILIGHT, American ship, 1,265, W. C. Warland, 8th June,—Newcastle, N.S.W., 14th April, Coal.—Adamson, Bell & Co.
VICTOR, British bark, 402, J. D. Forbes, 15th Sept.,—Freemantle 1st Aug., Sandalwood. —Siemssen & Co.
WILDWOOD, American bark, 1,000, Chas. P. Sawyer, 23rd Sept.,—Nagasaki 14th Sept., Coal.—Russell & Co.

HONGKONG—SAILING VESSELS. *Continued.*

WM. MANSON, British bark, 366, H. Kindred, 1st October,—Newchwang 18th September, Beans.—Russell & Co.
WRECKER, American lorcha, 55, Henderson, 16th July,—Guap Island 1st June, General. —Blackhead & Co.
ZOUAVE, American ship, 1,202, Robert C. Loper, 3rd August,—Cardiff 4th April, Coals.—P. & O. S. N. Co.

CANTON.

HWAI-YUEN, Chinese steamer, 984, Wilson, 8th October,—Shanghai 5th October, General. —C. M. S. N. Co.

WHAMPOA.

MOUNT LEBANON, British bark, 436, Chas. H. Nelson, 16th September,—Newchwang 18th August, Beans.—*Kwong Ching.*

RIVER STEAMERS.

Hankow, British steamer, 2,235, Ogston.—Butterfield & Swire.
Ho-nam, British steamer, 1,377, T. Benning.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—C. M. S. N. Co.
Kiu-kiang, British steamer, 617, G. B. Lefavor, Hongkong, Canton, & Macao Steam-boat Co.
Kiung-chow, British steamer, 159, Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890—Hongkong, Canton, & Macao Steam-boat Co.
White Cloud, British steamer, 527, A. Benning. —Hongkong, Canton, & Macao Steam-boat Co.
Yot-sai, British steamer, 180, Hoyland.—Hongkong, Canton, & Macao Steamboat Co.

AMOY.

In Port on 4th October, 1883.

Benedicta, German schooner, 240 (Darum)—H. A. Petersen & Co.
Confucius, Siamese schooner, 258 (Simpson)—Captain.
Faugh Balaugh, German schooner, 240 (Rute)—H. A. Petersen & Co.
Frohlich, German brig, 360 (Moller)—Pasedag & Co.
Glenury, British 3-m. schooner, 283 (Thomson) —Paseday & Co.
Helene, German bark, 250—Boyd & Co.
Meridian, Siamese bark, 345 (Kruse)—Pasedag & Co.
Minerva, German brig, 319 (Duhme)—Pasedag & Co.
Walter Siegfried, British bark, 394 (Hansson)—Pasedag & Co.
Wm. Minstrel, British bark, 362 (Sevewright)—Boyd & Co.

FOOCHOW.

In Port on 29th September, 1883.

Almatia, American schooner, 386 (Lapham)—Chinese.
Guiding Star, British bark, 311 (Schmitger)—Chinese.
Lee-yih, British bark, 225 (Culhone)—Chinese.
Occident, German bark, 251 (Benter)—Chinese.

SHANGHAI.

In Port on 4th October, 1883.

Brunette, British bark, 375 (Turnhill)—Morris & Co.
Centaur, German bark, 469 (Offersen)—Gipperich & Burchardi.
Chihaya Maru, Japanese bark, 441 (Yamomoto) —M. B. Kaishia.
Chingtah, Chinese bark, 472 (Taylor)—C. M. S. N. Co.
Daniel, German bark, 716 (Vorzt)—Gipperich & Burchardi.
Earl of Elgin, British bare, 979 (Morrison)—S. C. Farnham & Co.
Emma, German schooner, 219 (Koch)—Ed. Schellhass & Co.
Englee, Siamese bark, (Gammor)—Master.
G. H. Wappaus, British bark, 533 (Schroder)—Nils Moller.
Hilda, British bark, 306 (Richter)—Nils Moller.
Kolga, German bark, 540 (Lome Bang)—Russell & Co.
Leander, British ship, 148 (Hamilton)—J. W. Muller.
Lucky, Siamese bark, 424 (Sequira)—Master.
Minna, British bark, 456 (Lass)—Nils Moller.
M. Selchan, Danish bark, 447 (Gorstenberg)—Gipperich & Burchardi.
Otto, German ship, 1,205 (Foltmasson)—C. & J. Trading Co.

NAGASAKI.

In Port on 22nd September, 1883.

Androklos, British bark, 392 (Murray)—Holme, Ringer & Co.
Francisca, German bark, 365 (Gontard)—Holme, Ringer & Co.
P. Pendleton, American bark, 1281 (Blanchard) —C. & J. Trading Co.
Spartan, American bark, 747 (Crossley)—Captain.

YOKOHAMA.

In Port on 22nd September, 1883

Alma, American schooner, 52 (Tibbey)—J. D. Carroll & Co.
Alex. Newton, American ship, (Sproul)—Smith, Baker & Co.
Black Diamond, German bark, 670 (Boyd)—P. Bohm.
E. von Beaulieu, German bark, 336 (Getting)—Grosser & Co.
Gloaming, British ship, 1,498 (Densmore)—C. & J. Trading Co.
Guam, British schooner, 294 (Marns)—Master.
Pearl, American bark, 536 (Howes)—Jardine, Matheson & Co.
Sagitta, British bark, 579 (Taylor)—Frazar & Co.
W. H. Lincoln, American ship, 1,684 (Daily)—Master.

MANILA.

In Port on 3rd September, 1883.

Alex. Duthie, British ship, 1,159—Smith, Bell & Co.
A. & W. C., Dutch ship, 1,486—Ker & Co.
Continental, American ship, 1,712—W. F. Stevenson & Co.
Elise, German ship, 1,348—Macleod & Co.
Filadelfia, Austrian bark, 830—Macleod & Co.
H. A. Litchfield, American bark, 638—Peele, Hubbell & Co.
H. Printzenberg, German brig, 553—Martin, Dyce & Co.
H. G. Johnson, American bark, 1,080—Ker & Co.
Ida, British bark, 658—Holliday, Wise & Co.
John Nicholson, British bark, 685—W. F. Stevenson & Co.
Importer, American ship, 1,270—Smith, Bell & Co.
M. Brockelman, German bark, 512—Baer, Senior & Co.
Motley, American schooner, 901—Smith, Bell & Co.
Pepita, Spanish bark, 319—J. Reyes & Co.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, screw sloop, 4 guns, Commander Chas. Hicks, Japan.
Audacious, double-screw iron frigate, Captain R. E. Tracey, Japan.
Champion, corvette, 14 guns, Captain Collins, Singapore.
Cleopatra, corvette, 14 guns, Captain Hippisley, Hongkong.
Cockchafer, gunboat, 4 guns, Lieut.-Com. Wood, Foochow.
Curacoa, corvette, 14 guns, Captain Anstruther, Japan.
Daring, composite sloop, 4 guns, Commander F. J. J. Elliott, Japan.
Esk, double-screw gunboat, 3 guns, In reserve, Hongkong.
Espoir, gunboat, Commander Gamble, Canton.
Flying-Fish, sloop, 4 guns, Lieut.-Commander Hoskyn, Korea.
Fly, double-screw gun-vessel, 4 guns, Commander J. Hope, Bangkok.
Foxhound, gunboat, 4 guns, Lieut.-Commander McQuhae, Shanghai.
Kestrel, double-screw gun-vessel, 4 guns, Commander E. Hotham, Chefoo.
Linnet British gunboat, Commander J. G. Jones, Hongkong.
Magpie, surveying vessel, 4 guns, Lieut.-Com. Carpenter, Sandakan.
Midge, double-screw gun-vessel, In reserve, Hongkong.
Pegasus, sloop, 6 guns, Commander E. F. Day, Chefoo.
Sapphire, corvette, 9 guns, Commander John R. T. Fullerton, Japan.
Swift, double-screw gun-vessel, 5 guns, Commander V. A. Tisdall, Canton.
Tweed, double-screw gunboat, 3 guns, in reserve, Hongkong.
Victor Emmanuel, receiving ship, 20 guns, Commodore Cuming, Hongkong.
Vigilant, paddle despatch-vessel, 2 guns, Commander C. Lindsay, Hiogo.
Wivern, turret-ship, 4 guns, in reserve, Hongkong.
Zephyr, gunboat, 4 guns, Lieutenant-Commander Pollard, Yokohama.

FOREIGN MEN-OF-WAR ON THE CHINA STATION.

Abreck, Russian gunboat, 7 guns, Captain Schanz, Vladivostock.
Cher, French gunboat, Commander Lafon, North.
Duke of Edinburgh, Russian ironclad, Captain de Giers, Vladivostock.
Enterprise, American corvette, Commander A. S. Baker, Hongkong.
Ermak, Russian transport, Captain Kolichati, Japan.
Essex, American gun-vessel, 6 guns, Captain McCormack, Tientsin.
Gornostai, Russian gunboat, 7 guns, Commander Stark, Vladivostock.
Iltis, German gunboat, 8 guns, Commander Klausa, Canton.
Juniata, American corvette, Commander P. F. Harrington, Canton.
Kersaint, French corvette, Commander Beaumont, Tonquin.
Leipzig, German corvette, 16 guns, Captain Herbig, Shanghai.
Lutin, French gunboat, 4 guns, Commander Rouvier, Canton.
Monocacy, American gunboat, 6 guns, Commander C. S. Cotton, Tientsin.
Morge, Russian gunboat, 7 guns, Commander Tatarinoff, Vladivostock.
Nerpa, Russian gunboat, 7 guns, Commander Valrondt, Vladivostock.
Palos, American gunboat, 6 guns, Lieutenant-Commander Green, Canton.
Richmond, American frigate, 14 guns, Captain Skerrett, Yokohama.
Sobol, Russian gunboat, 7 guns, Commander Boyle, Vladivostock.
Stosch, German corvette, 19 guns, Captain Buchholtz, Hongkong.
Tamega, Portuguese gunboat, Commander da Costa Cabral, Canton.
Tongous, Russian gunboat, Commander Heck, Singapore.
Tourville, French frigate, 27 guns, Captain Bose, en route Japan.
Triomphante, French corvette, 17 guns, Captain Baux, Japan.
Victorieuse, French frigate, 14 guns, Captain de la Batie,—Hongkong.
Villars, French corvette, 15 guns, Captain M. Dewatre, Shanghai.
Volta, French corvette, Captain Fournier, Tientsin.
Vostock, Russian gunboat, 4 guns, Commander Molchonsky, Hongkong.
Wolf, German gunboat, 4 guns, Commander von Raven, Shanghai.

CANTON GUNBOAT SQUADRON.

An-lan, Viceroy's gunboat, 7 guns, Lin Kuo Ch'ang, Canton.
Chee-hing, Revenue cruiser, 2 guns, Chinese Captain, Canton.
Chên-to, Viceroy's gunboat, 7 guns, J. Stewart, Canton.
Chên-jui, Revenue cruiser, 3 guns, Chinese, Canton.
Ching-on, Revenue cruiser, 2 guns, Chung Wing Fai, Canton.
Ching-tsing, Viceroy's gunboat, 4 guns, F. Bessard, Canton.
Chop-chung, Revenue cruiser,—Li Tack Ming, Canton.
Chop-sai, Viceroy's gunboat, Chang, on a cruise.
Hai-ch'ang-ching, Revenue cruiser, 3 guns, Wu Jui Ch'ang, Canton.
Hai-king-ching, Viceroy's gunboat, 3 guns, Ho Pung Shu, Canton.
Hoi-tung-hung, Viceroy's gunboat, Leung Yiu Ting, Canton.
Hua-shan, Viceroy's gunboat, 2 guns, H. J. Danuch, Canton.
Li-the, Revenue cruiser, 3 guns, Chinese, Canton.
Peng-chao-hai, Revenue cruiser, 2 guns, Chee Shoi, Hongkong.
Quang-on, Viceroy's gunboat, 4 guns, Lie Sing Tie, Hongkong.
Shao-chi, Revenue cruiser, 4 guns, Sam Yung Tai, Hongkong.
Sui-tsing, Viceroy's gunboat, 4 guns, F. H. Murray, Hai Ling Shan.
Tching-on, Viceroy's gunboat, 2 guns, Chinese Admiral, Bogue Forts.
Tching-po, Viceroy's gunboat, 5 guns, Chinese, Bogue Forts.
Tchun-tung, Revenue cruiser, 2 guns, Chinese, Ti Ho, West Coast.
Tsing-po, Viceroy's gunboat, 6 guns, A. Gamble, Canton.
Yi-hu, Viceroy's gunboat, 2 guns, Chinese, Canton.
Yuen-in, Viceroy's gunboat, 2 guns, [illegible], Canton.

Intimations.

SAM HING, JUNR.
STULTZ,
TAILOR, DRAPER, AND GENERAL OUTFITTER,
Best Materials and a Perfect Fit Guaranteed, AT MODERATE PRICES.

DEALER in CHINESE SILKS of all kinds, PITH HATS, MATTING, BAMBOO BLINDS, and has always on hand a very fine selection of various kinds of Silk Goods and Embroideries.

Wholesale Manufacturer of Silk Coats and other Garments for exportation.

No. 62, QUEEN'S ROAD CENTRAL.
(Fourth Door West from Pottinger Street.)
Hongkong, 21st August, 1883. [247

CHEONG WO,
TAILOR, DRAPER,
AND
GENERAL OUTFITTER.

BEST Materials and a Perfect Fit Guaranteed at MODERATE PRICES.
DEALER IN
CHINESE SILK OF ALL KINDS, PITH HATS, BAMBOO BLINDS, &c., &c., &c.
WHOLESALE MANUFACTURE OF
SILK COATS AND OTHER GARMENTS FOR EXPORTATION.
N.B.—Note the address.
No. 66, QUEEN'S ROAD CENTRAL
SIXTH DOOR WEST FROM POTTINGER STREET.
Hongkong, 19th May, 1883. [369

YEU QUA.
SHIP, PORTRAIT, AND MINIATURE PAINTER.
PHOTOGRAPHIC VIEWS.
LANDSCAPES IN OIL AND WATER COLORS.
All Work Executed by First-Class Artists.
IVORY MINIATURES A SPECIALITE.
SATISFACTION GUARANTEED.
No. 52, C., QUEEN'S ROAD CENTRAL, UPSTAIRS.
HONGKONG.
Hongkong, 4th April, 1883. [256

CHIE NAM.
GOLD AND SILVERSMITH
WATCH MAKER
AND
ENGRAVER.
WATCHES CLEANED AND REPAIRED ON MODERATE TERMS.
ALL WORK GUARANTEED.
JEWELRY MADE AND REPAIRED.
No. 72, WELLINGTON STREET,
HONGKONG.
Hongkong, 6th April, 1882. [318

AHOY,
HOY LEE.
MERCHANT TAILOR, HAT, & CAP MAKER.
HAS for Sale, every description of Gentlemen's Scarves, Collars, Ties, Socks, Hats, &c., &c. Dealer in Chinese Silks of all kinds. Bamboo Blinds, Mattings of own Manufacture. China Teapots in bamboo covers, Rattan Chairs. Silk Coats a Speciality, a perfect fit and best material guaranteed.
No. 112, QUEEN'S ROAD CENTRAL.
Hongkong, 16th May, 1882. [388

LING SHING.
BOOT AND SHOE MAKER,
No. 5, WELLINGTON STREET, HONGKONG.
THE CHEAPEST SHOP IN THE TRADE.
Materials and Workmanship Guaranteed.
Special experience in making Gentlemen's RIDING BOOTS.
Hongkong, 4th April, 1883. [255

TOK KEE.
COAL MERCHANT,
No. 75, PRAYA CENTRAL.
KEEPS on hand for Sale all kinds of House and Steam COAL of the best quality, at moderate rates. The "CUM LOONG," "CUM CHOW," "CUM SHUEN," "CUM LEE," Steam Launches for Hire at $3 for 1st hour, $2 for 2nd and $1 for 3rd hour; "CUM ON," and "CUM KAI," at $3 for 1st hour, $2 for 2nd hour, and for longer periods according to arrangement.
Hongkong, 16th October, 1882. [302

NOTICE.
THE Public are respectfully informed that the Undersigned has been trading at the under-mentioned premises for the past 38 years as TAILOR, DRAPER, and GENERAL OUTFITTER. He has no connection whatever with any other firm trading under a similar name or style, and takes this opportunity of informing his old customers that their orders will receive the same careful attention in the future that has been given to them in the past. By supplying the Best Materials and Workmanship at MODERATE PRICES, and by promptly attending to all orders entrusted to his charge, he hopes to be favored with the patronage of his old customers and the Public Generally.
N.B.—Note the address.
NAM SING,
No. 84, Queen's Road Central,
Opposite the Central Market.
Hongkong, 25th April, 1883. [385

NOTICE.
THE Undersigned begs to inform the Ladies and Gentlemen of the Foreign Community that he has resigned his Partnership in the "NAM-SING TAILOR SHOP," and has Purchased an Interest in the "SZE HING LOONG SHOP," No. 100, Queen's Road Central, carrying on the Business of TAILORS, OUTFITTERS and GENERAL MERCHANTS. He hopes by strict attention to Business and Selling the Best Class of Goods at Moderate Prices to receive a share of the patronage so liberally bestowed on him in the past.
AH NAM,
Late Partner in the "NAM-SING Tailor Shop."
Hongkong, 10th April, 1883. [290

NOTICE.
BOOKBINDING AND RULING NEATLY AND CHEAPLY EXECUTED AT VERY LOW RATES AT THE HONGKONG TELEGRAPH OFFICE. [illegible]

THE HONGKONG TELEGRAPH, WEDNESDAY, OCTOBER 10, 1883.

NEWS BY THE ENGLISH MAIL.

The P. & O. S. N. Co.'s steamer *Rohilla*, Capt. Barratt, with the English mails of the 7th ulto., arrived in harbour last evening. We take the subjoined items of general news from the *London and China Express* of September 7th.

H.E. Li Fong-Pao, the Chinese Minister to Germany, has gone on a visit to the Exhibition at Amsterdam.

The steamer *Ajax*, Captain Kidd, from Liverpool for China, put into Falmouth on the 3rd inst., with forward house and forecastle gutted out, wheelhouse completely washed away, lamp-room gutted, and other damage, and captain washed overboard and drowned.

It is reported that Herr von Brandt, the German Minister at Peking, who, our readers will no doubt remember, is now on leave of absence *in Germany, has received orders to shortly re*turn to his post. This is owing to the nature of the complications between China and France.

Mr. G. J. Swanston, assistant-secretary of the marine department of the Board of Trade, has made the subjoined return of the number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of August, 1883, and the number of lives lost:—Sailing 43, of 13,858 tons, 15 lives lost; steam 13, of 8,202 ton, 77 lives lost; presenting a total of 56 vessels, of 22,060 tons, and 92 lives lost.

The following appointments to the China squadron are announced:—Captains Armand T. Powlett, to the *Champion*, and Henry N. Hippisley, to the *Cleopatra*; Commander Edwin Hotham, to the *Midge*; Lieutenants Frank A. S. Farewell, and Herbert W. Meredith, to the *Midge*; Gordon S. Gunn, Henry E. Roper, and Henry Baker to the *Flying Fish*; Arthur C. Woods, Reginald E. Cockrane, George A. Primrose, F. G. Stopford, Francis W. Barrett, and Scott W. A. H. Gray, to the *Cleopatra*; Kepple Wade and Henry F. W. Elliott, to the *Daring*; Herbert A. W. Onslow, Wm. F. D. Walker, Robt. B. S. Wrey, Chas. J. Briggs, J. C. Roughton, and J. Erskine, to the *Champion*; Sub-Lieutenant Robert H. Anstruther, to the *Champion*; Godfrey Hubberd, and Edmund P. E. Jervoise, to the *Zephyr*, Philip G. Tillard, to the *Cleopatra*; Midshipmen E. H. Marescaux, Arthur O'D'Arcy, and Henry A. B. Shrubb, to the *Champion*; Lionel F. W. Sanders, John F. Murray, Aynsley Algernon, B. E. Greville, and Edwin A. Day, to the *Cleopatra*; Paymasters Francis J. P. Shapcote, to the *Cleopatra*; Chas. P. Skinner, to the *Cleopatra*; Chas. Farewell, to the *Midge*; George Lawless to the *Flying Fish*; Corsillis E. Grant to the *Daring*; Assistant-Paymasters Thomas E. Phelps, to the *Champion*; Joseph W. Chester, to the *Zephyr*; Percy T. M. Hughes, to the *Cleopatra*.

At the annual meeting at Portsmouth, on the 3rd inst., in aid of the Baptist Missionary Society, the Rev. A. G. Jones, a missionary from Tsing Chew Fu, Shantung, North China, gave an account of the work in that country. He pointed out that the tea ports were not good soil for carrying on an evangelistic mission, as the one object of the inhabitants was gain. In the provinces, however, a footing had been obtained, in spite of enormous difficulties, arising principally from the caste among the people. Mr. Jones explained that the China of to-day was altogether different from the China of ten or twelve years ago, as, owing to the perseverance of the missionary fore runners, there was scarcely a difficulty that could arise with which they were not able to grapple. The Gospel, he said, had not been carried to the people so much by books as by friendly conversation with them, studying and meeting their doubts, but principally by means of themselves; and what progress had been made in North China was due solely to the converted natives themselves. In his own district, about the size of Wales, but having two and a-half million inhabitants, there was only one convert in 1876; but now there were thirty or forty stations, and about four hundred converts.

Marwood, the executioner, died on the 4th inst. at Horncastle, Lincolnshire, from inflammation of the lungs, aggravated by jaundice. He had held his office for something like twelve years, his first engagement being at Lincoln in 1871. His spare time was occupied as a cobbler in a little shop close to the parish church. He took much pride in the manner in which he performed his executions, and was never weary of speaking of the great improvement of the long drop over all other systems previously adopted in this country or elsewhere. He has amassed a fair amount of property, having several cottages of his own, besides other investments. In his passage across St. George's Channel Marwood was always accompanied by two detectives. He was of a very chatty disposition, and frequently entered into conversation with his fellow passengers, who were generally unaware of his identity. A man of middle height, with broad, compactly set shoulders, dressed in such a coat as a Lincolnshire farmer would wear, with high black stock and a low felt hat, he looked the very personification of a good humoured old countryman. His place of business was a little one-storyed building, close to Horncastle churchyard, with the words "Marwood, Crown Office," in large letters over the door. A very short conversation with him was sufficient to show that he looked upon himself as a benefactor of the human race. In his shop were several ropes, including one with which he had hanged Charles Peace, Lefroy, Dr. Lamson, and Kate Webster. Until he was executioner he had never seen an execution, but for many years he had thought over the subject, and he objected to the way in which Calcraft, as he called it, "choked his prisoners to death." By carefully ascertaining the weight of the criminal he thought he produced by his long drop just the necessary force to dislocate the vertebræ and cause instant death. It was not an unusual thing for Marwood to receive an intimation that prisoners who were committed to his hands had declared that they would be dragged from the cells to the scaffold, and he was often advised to have an assistant. "But," said he, "when I tap them on the shoulder they always come with me. I give many prisoners confidence by whispering that I will not hurt them, that it will soon be over." There were many attempts made to get a portrait of Marwood, but he always refused. One enterprising photographer offered him £50 one day for a sitting, but he declined, his explanation being that one of the things he enjoyed was to go to town by an earlier train than that by which he was expected and mix in the crowd that was awaiting his arrival.

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Arabic*, with the next American mail, left Yokohama on the 9th instant, for this port, and is due here on the 15th.

THE INDIAN MAIL.

The direct steamer, with the next Indian mail, left Calcutta on the morning of the 7th instant, and may be expected here on the 23rd.

STEAMERS EXPECTED.

The steamer [illegible] left Singapore for this port on the 7th instant, and may be expected here on the 13th.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE "LOGAN" TRIAL.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—In the *Daily Press* of the 3rd instant appears a letter signed "Englishman," which deals with the verdict delivered in the recent trial of the Customs officer Logan at Canton, and is an answer to the previously published communication in the same paper of another correspondent who styled himself "Cosmo." "Englishman" writes: If "Cosmo," which I presume is short for cosmopolitan, had been residing in England or even in America for the last fifty years he would doubtless know that the verdict of a jury cannot be set aside by Queen *Victoria any more than it can be by the Viceroy* of the Two Kwang or his Imperial master."

Now, Sir, does "Englishman" mean to lead the public, both foreign and Chinese, to believe that the verdict of a jury cannot under any circumstances be set aside by Her Majesty the Queen, or by her representatives in the Crown Colonies—such as the Governor of Hongkong for instance? To my mind his assertion can bear no other meaning, and it is grossly and utterly wrong. If "Englishman" has long been a resident in China he must remember or have heard of the notorious case of Regina v. Shek Luk and three others, the so-called Sow-ki-wan murderers. In 1869 these men were tried at the Supreme Court and the jury returned a verdict of wilful murder, a verdict which was set aside by Sir Richard MacDonnell, the then Governor of Hongkong, and a new trial granted, owing to a petition presented by the Chinese community. The result was that at the new trial the prisoners, instead of being hung, were found not guilty and liberated, and the false witnesses on whose false evidence they had been previously convicted were severely punished for their villany.

Now why should the same principle not cut both ways, and equally apply to the Logan case? If the verdict of the jury was an erroneous one, as is contended, why in the interests of justice should it not be set aside, and a new trial granted? If the verdict was not in accordance with the evidence produced at the trial, in justice to all parties concerned, it ought to be reversed.

No man could be inhuman enough to desire, out of pure wantonness to see a fellow creature hung; still "life for life" justice, although perhaps not altogether in accordance with English ideas, must be allowed to be a fair method of dealing out the law, and which further prevents men of all grades and of all creeds from making reckless use of dangerous weapons, as was done by Logan. It must not be forgotten that in Logan's case there was no evidence brought forward to show that he fired the fatal shot in self defence, much less on account of any provocation he received at the hands of the poor lad whose life he took away, or in fact from anybody.

According to the summing up of Chief Justice Rennie, which must surely be taken as an impartial review of the evidence, the prisoner was clearly guilty of murder; however, the jury returned a verdict of manslaughter, possibly believing that the punishment inflicted for the minor crime would be amply sufficient to atone for the life of a person who was merely a Chinaman, and not of any particular value. This is a doctrine, I am grieved to see, believed in too much by foreigners generally; but they will find out their mistake some day.

The verdict of manslaughter, however, did not prove satisfactory either to the Chinese public or the high Chinese Authorities in Canton, and even amongst numerous foreigners both in Canton and in this colony it was felt that there had been a miscarriage of justice. Such too is the opinion of

Yours faithfully,

CHINAMAN.

Hongkong, 10th October, 1883.

THE EFFECT OF A FRANCO-CHINESE WAR ON ENGLISH TRADE.

The effect of a war between China and France would, the *Pall Mall Gazette* says, naturally tend to cripple our business in the East. A blockade of the Chinese ports, supposing that France were to achieve that impossible undertaking, would be severely felt in Lancashire. China and Hongkong take about nine per cent. of our total exports of cotton piece goods, and about five per cent. of those of cotton yarns. The presence of a hostile fleet in Chinese waters would probably seriously inconvenience vessels entering or clearing from Hongkong. As regards imports from China, the effect of a blockade on the price of tea may easily be imagined, especially as the stocks held are much less than formerly. Indian growers of the article would, no doubt, reap great advantage from the cutting off of supplies from China. Again, the lead exported to China, which is chiefly used for packing tea, is no less than thirty per cent. of our total exports of lead, and this branch of trade would consequently suffer considerably in the circumstances supposed. It is, however, simply impossible for France to seal up the Treaty Ports. She has neither the ships nor the means to blockade a coast line 3,000 miles long. Trade goes on in China notwithstanding war. In 1857, 1858, 1859, 1860, although we were actually at war with China, ourselves, our exports never fell below 9,000,000*l*., while our imports actually rose from 2,449,682*l*. in 1859 to 5,318,056*l*. in 1860, the year in which we marched as conquerors to the gates of Pekin. The British colony of Hong Kong is certain to play an important part in any war between China and any European Power. It is a kind of Chinese Gibraltar, separated from the mainland by a narrow strait only half a mile in width. The opposite peninsula of Kooloon was ceded to England in 1861, and also forms part of Hongkong. Hongkong has a resident population of about 8,000 Europeans and Americans, 2,000 Indians, and 115,000 Chinese. Among the Europeans at the last census were sixty Frenchmen. The imports of British produce into Hongkong vary from 3,000,000*l*. to 4,000,000*l*. per annum, and the exports to Great Britain from 1,250,000*l*. to 2,000,000*l*. It is impossible to state the number of European residents at each of the Treaty Ports, but in 1879 the number of Europeans living in these ports was returned as 3,995. Of these 2,090 were English, 469 American, 364 German, and only 225 French. The number of missionaries in China, many of whom would probably fall victims to the violence of the mob, is somewhat difficult to state. Most of the Protestant missionaries, of whom there are said to be more than 300, live in the provinces on the sea-board. The members of the China Inland Mission, however, penetrate farther into the interior. It is to be feared that both they and their converts are likely to have a hard time of it if war should be declared. The point where 16,000 Chinese are said to have crossed over into Tonquin on their way to Haidruong is the seaport of Mongkai, situated at the extreme southern point of the Chinese coast. Most, if not all, the larger French war vessels are lying off the coast of Annam. Many of their gunboats are in the Red River at Tonquin.

WHAT ARE "CHINESE LABORERS?"

The decision of the United States Circuit Court, in Boston, in the case of Ah Shong, is to the effect that the person thus named is not a Chinese laborer, but an English subject. The decision will fill with dismay those who have attempted to set up a bulwark on the Pacific coast against the influx of cheap Chinese labor. Ah Shong is a native of Hong Kong. He shipped on board a British bark, under shipping papers that contemplated a two years' voyage. Arriving in Boston he left the vessel and refused to return. Information was lodged against the master of the bark for landing a Chinese laborer, contrary to what is known as the anti-Chinese act of 1882, which makes it a misdemeanor for any master of a vessel to land any Chinese laborer from any foreign port. This offence is punishable by fine or imprisonment, or by both. The law provides that the person landed must be a "Chinese laborer," and that the Captain landing him, or permitting him to be landed must know that he is a Chinese laborer. After some quibbling, it was admitted that Ah Shong is a laborer within the meaning of the law, which qualifies the time by adding in some places the words "skilled or unskilled." Ah Shong is a carpenter, skilled or unskilled.

But it so happens that Hongkong, from which port Ah Shong was shipped, became a British possession in 1842, before Ah Shong was born. The law of 1882 constantly refers to the persons whose immigration from China is forbidden as "Chinese laborers." Their allegiance is supposed to define their race. A Chinese born in Hongkong is a British subject; and a British subject cannot be a Chinese laborer within the meaning of the act of 1882. The treaties under which the law is enacted refer constantly to persons owing allegiance to the Emperor of China. The law itself refers only to "Chinese laborers." The court, in the case of Ah Shong, held that the law applies only to persons owing allegiance to the Emperor of China, and as Ah Shong was born under the British flag, and never owed allegiance to any but the British sovereign, he could not be excluded from American soil by the operation of any law applying to Chinese persons.

The effect of this decision, if it is to stand, will be to make the people of Hong Kong eligible for emigration to the United States. They are British subjects, and, according to the decision of Judge Nelson, cannot be included in the category of Chinese laborers, who, when the law is regarded in the light of existing treaties, must needs be subjects of the Emperor of China. There are more than 100,000 Chinese persons resident in Hong Kong. And how easy it would be to merge in that population many thousands of Chinese who are subjects of the Emperor of China, it is not necessary to explain. If the Customs officers of the United States are to be required hereafter to discover among intending immigrants which of them are Cantonese and (therefore) entitled to entry, and which are to be classed as "Chinese laborers" prohibited by law, they will have an arduous task before them. It is very well known that the bulk of the Chinese immigrants have been Cantonese. One reason why the Imperial Government (which is Tartar) has really cared very little about the interdiction of Chinese laborers is that a Canton man is to a Tartar as base as a Digger Indian is to a free-born American citizen. Hong Kong (or Canton) laborers are not Chinese laborers. Their immigration is not prohibited by law.—*N. Y. Weekly Times.*

PREVENTION AND EXTINCTION OF FIRES.

The vacant space in Whitehall-place, forming Crown land, opposite the Hotel Métropole was, says the London *Daily News* of August 24th, yesterday afternoon, by permission, the scene of some interesting experiments in the prevention and extinction of fires. A trial was there made, for the first time in this country, of Zapfle's Patent Fire Preventive and Extinguishing Liquid, an invention which has, it appears, been already adopted in France in the military, marine, and also by several of the French municipalities. Mr. James Macoun, who has the patents at his disposal as regards England, was present to superintend the operations, and to afford the necessary explanations, and he was accompanied and aided by Mr. Zapfle, a son of the inventor. The liquid, which is described as being harmless enough to be kept in any private house, is employed in a dilute form for the purpose of extinction in the proportion of about one part of pure liquid to seven parts of water, and is applied by means of a small hand pump, three specimens of which were on the trial ground, the price of the liquid being 5*s*. per gallon, and that of a pump about 2*l*. The same material is used in a similar dilute state to render uninflammable anything steeped in it, and this property formed, as will be seen, a leading feature in the experiments. A fire engine and a few firemen belonging to the Metropolitan Fire Brigade were present by way of precaution against possible accident. In the centre of the ground were two small huts, one constructed of wood, which had been "prepared," that is, fortified against fire in its worst form—the form of spreading flame—by lying for a time in the liquid, while the other was built of wood in its natural condition. Prior to these temporary structures being operated upon, about a dozen barrels, having inside shavings mixed with tar, were set fire to, the result being a mass of flame. A little hand pump charged with the liquid was set to work after the lapse of two or three minutes, and within the same time the fire was extinguished. The quantity of liquid used was, it was stated, 25 quarts. The next experiment was made on the "prepared" hut, both inside and outside of which were shavings and faggots. In a few seconds this hut was enveloped in flames, which compelled those assembled near hastily to retreat. Immediately after a couple of pumps played upon it, and the flames very quickly disappeared. Examination showed that the wood was only charred, this effect extending about an eighth of an inch in wood an inch thick. Extinction was complete. The "prepared" hut afterwards stood the test of fire operating on a covering of petroleum, which gradually burnt itself out without perceptible damage to the wood. The second, or unprepared, hut, when fired blazed up with immense vigour, every one being driven to a considerable distance by the heat. The hut having burnt furiously for about a minute, the flames were extinguished by the pumps in another minute, the wood having suffered considerable damage. After this fire was applied to a "prepared" ordinary ballet dress, which gradually smouldered away without any flame being produced, and to some muslin curtains and a canvas imaginary theatre scene, both of which seemed quite impervious to the action of fire. Among those present were Lord Ranelagh, Rear-Admiral P. Bouverie, the Commissioners of Lunacy, Mr. Cates, Surveyor to the Commissioners of Woods and Forests; Mr. J. S. Simonds, second officer in command of the Metropolitan Fire Brigade; Mr. H. Rolt chief officer of the Hove Fire Brigade, and Mr. Frederick Braby. It was stated that a company is about to be formed for the working of the invention in England.

AUSTRALIA AND THE UNITED STATES.

The United States and Australia are, according to a San Francisco contemporary, the nations of the future. In respect to territory neither has much advantage over the other. Both lie in the temperate zones, which best develop the human species. Both are settled by the same freedom-loving variety of the Caucasian race. The United States is about one hundred years further advanced in development, the population of Australia being nearly the same as the population of the American colonies when the Declaration of Independence was signed. The colonial history of Australia is, up to the present time, only a detail of industrial development. Nothing has happened to weaken the attachment of the people of the colony for the mother country. The child has its own way and understands that if it runs away no pursuit will be made. It can set up for itself whenever it feels able to stand the expense. Meantime it makes use of the family name, and is reasonably grateful for the protection it affords. Representatives from Australia say there is no thought of separation. The colonies are not chafed at bonds they do not feel. Their distance from the mother country lends a certain enchantment to their relation. It is not probable, however, that these relations will continue after the colonies are fully in the line of development. At present they have much land and few people. When their population approximates to that of a second-class European nation they will want to deal with the world on their own account. Looking forward into the not remote future, the two great rich flourishing nations of the earth will be in the New World—the United States and Australia. Europe is already giving these countries her best blood. Nature has placed a limit on the growth of European nations, and that limit they have nearly reached. They may gain yet in wealth, but their population is already in excess of their means of support. Take the New World from the old and the latter would lack for the necessaries of life. In the ordinary progress of events the centres of population, of wealth, of society and of civilization in its broad sense, will be in the New World. All the known conditions of progress favor that result. We have here the territory, the climate and the race. The people of all Europe could be transplanted to these countries and not exhaust our unoccupied lands. Commerce follows and subsists on the products of the soil. Europe may for a long time continue the workshop of the world, but its productive capacity in that direction will be decreased as the population of the New World becomes more dense. Already the United States is practically master of its own markets. A hundred years hence, when Australia has a population of 40,000,000, and the United States of 100,000,000 or more, the Pacific Coast will be on the line of communication between the great centres of population. The Atlantic cities face decaying Europe while the Pacific Coast cities will face the growing West. The development of Australia into the great and powerful nation she is destined to be, will tend to move the centre of trade and population from the Atlantic seaboard toward the Pacific.

To-day's Advertisements.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the HONGKONG CLUB is hereby convened for TO-DAY, at FIVE P.M.

SPECIAL BUSINESS.

By Order of the General Committee,

A. O'D. GOURDIN,
Acting Secretary.

Hongkong, 27th September, 1883. [723

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT.)

THE Company's Steamship

"JORGE JUAN,"

Captain Thebaud, will be despatched for the above Port, on MONDAY, the 15th instant, at FIVE P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, 10th October, 1883. [763

NOTICE.

ST. JOHN LODGE OF HONGKONG,
No. 618, S.C.

A REGULAR LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 15th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren will be made cordially welcome.

Hongkong, 10th October, 1883. [765

Intimations.

MR. MOORE begs to recommend his GOGO SHAMPOO WASH to the public as unrivalled by any preparation ever produced for promoting the growth to the hair. The basis of this compound is made of soap root; the natives of the Philippine Islands never use anything else for washing their hair; they are never found bald, and it is quite common to see the females with hair from 5 to 6 feet long. By constantly using this Shampoo Wash as directed you will

NEVER BE BALD.

The proprietor offers the Wash to the public entirely confident that by its restorative properties it will without fail arrest decaying hair. It completely eradicates scurf, dandruff, and cures all diseases of the scalp. It does not contain any poisonous drugs. By its cooling properties it allays the itching and fever of the scalp, which is the great cause of people losing their hair.

Mr. MOORE has succeeded in being able to put this wash up in bottles without allowing it to ferment, and he will guarantee it to keep any length of time in any climate.

FOR SALE ONLY BY MOORE & Co.,
VARIETY STORE,
Queen's Road Central.

Hongkong, 25th January, 1883. [589

J. M. GUEDES.

HOUSE AND LAND BROKER, AUCTIONEER AND COMMISSION AGENT.

No. [illegible] WELLINGTON STREET, HONGKONG.

Hongkong, 23rd January, 1882. [5

"WAI SAN YAT PO."

A DAILY CHINESE NEWSPAPER with a wide circulation in the Colony and at the Coast Ports. Subscription, FOUR DOLLARS per Annum. The above high-class native paper is an excellent medium for Advertisers at Strictly Moderate Charges. Guaranteed circulation of over 1,080 Copies. Communications to be addressed to the Proprietor.

LUK KE SHUN,
No. 6, Gough Street.

Hongkong 17th September, 1883. [703

To-day's Advertisements.

MRS. P. SMITH,

BEGS to inform the Community of Hongkong Generally, and Visitors to the Port, that

SHE HAS THIS DAY OPENED

PRIVATE TIFFIN ROOMS,

AT

Nos. 8 & 9, BEACONSFIELD ARCADE,

WHERE

SHE WILL BE PREPARED TO SUPPLY MEALS & REFRESHMENTS AT ALL HOURS.

The Rooms are large, well ventilated and airy, and the viands supplied will be of the best description and cooked in the best style.

ATTACHED TO THE

TIFFIN ROOMS

ARE A

BILLIARD ROOM

AND

READING ROOM.

THE LATTER IS WELL SUPPLIED WITH

GERMAN, FRENCH, AMERICAN & LONDON NEWSPAPERS, WRITING MATERIALS, &c., &c., &c.

N.B.—No Extra Charge for the use of the Reading and Billiard Rooms.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to

MRS. P. SMITH,
ON THE PREMISES, BEACONSFIELD ARCADE.

Hongkong, 10th October, 1883. [766

INTIMATION.

—(:o:)—

UNDER the heading "Exhibits to the Cork Exhibition, Ireland," "THE CORK CONSTITUTION, No. 13,025, dated Saturday, July 14th 1883, says:—

MESSRS. TURNBULL JUNR. & SOMERVILLE,

"Valletta, Malta, exhibit in a tastefully arranged case, samples of their famous 'Kaisar-I-Hind' Cigarettes, and inasmuch as a revolution in the habit of smoking is now setting in, this exhibit should prove attractive to all lovers of the 'fragrant weed.' Instead of strong Tobacco, often used in too strong pipes and full flavoured Cigars, the mild Cigarette is rapidly coming into vogue. Those now on view in the Exhibition are highly spoken of by the Press, vendors, and smokers."

SOLE AGENCY,

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

Hongkong, 26th September, 1883. [731

Intimations.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

FOR 1884.

THIS Valuable Work with many NEW ADDITIONS and IMPROVEMENTS will be published on January 1st, 1884.

PRICE THREE DOLLARS.

With an extensive circulation in Hongkong and the Coast Ports of China and Japan, The Philippines, Straits Settlements, Bangkok, Macao, &c., "THE HONGKONG DIRECTORY" is the best medium for Advertising in the FAR EAST. The scale of charges are:—

One Page	$10.00
Half Page	6.00
Third of a Page	4.00
Fourth of a Page	3.00

Orders for Copies of "THE HONGKONG DIRECTORY," and for ADVERTISEMENTS may be sent to the following Agents:—

HONGKONG	Mr. W. Brewer.
"	Messrs. F. Blackhead & Co.
"	Messrs. Heuermann, Herbst & Co.
"	Messrs. Kelly & Walsh.
"	Messrs. Lane, Crawford & Co.
"	The Novelty Store.
MACAO	Messrs. A. A. de Mello & Co.
CANTON	Mr. M. F. da Silva.
SWATOW	Messrs. Campbell & Co.
AMOY and FORMOSA	Messrs. Moalle & Co.
FOOCHOW	Messrs. Hedge & Co.
SHANGHAI & NORTHERN PORTS	Messrs. MacKensie & Co.
JAPAN	Messrs. Kelly & Co., Yokohama.
MANILA	Messrs. Ramirez & Giraudier.
BANGKOK	Mr. D. B. Bradley.
SINGAPORE	Messrs. Sayle & Co.
PARIS and LONDON	Messrs. Gallien and Prince.

or to

"THE HONGKONG TELEGRAPH" OFFICE,
Peddar's Hill, Hongkong.

Hongkong, 9th October, 1883.

D. K. GRIFFITH.

MANUFACTURER OF THE LONDON AERATED WATERS.

7, BEACONSFIELD ARCADE,
(Opposite the City Hall)

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S

SODA WATER FACTORY

is now prepared to execute the largest orders for every description of Aerated Waters with promptness and despatch.

SUPERIOR QUALITY

IS GUARANTEED.

Consumers are Invited to try those carefully Manufactured

SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.

All Orders and Communications should be addressed to The Factory,

7, BEACONSFIELD ARCADE.

Hongkong, 7th April, 1882. [279

HOP SHING & CO.

ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS AND IRON FOUNDERS, &c.

HAVING this day commenced Business, we are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.

Orders executed with the utmost despatch and at MODERATE TERMS.

EVERY DESCRIPTION OF ENGINE ROOM STORES SUPPLIED.

NESS IRON WORKS,
WEST POINT, HONGKONG.

Hongkong, 25th September, 1883. [718

Intimations.

CIGARS! CIGARS!! CIGARS!!!

THE CITY OF MANILA CIGAR STORE.

FOR SALE.

CIGARS of all Brands and from every known factory in Manila, are constantly being received. Owing to the peculiarly advantageous position of the Undersigned in regard to the CIGAR trade with Manila, he now offers Cigars of all brands, fully matured, and ready for immediate smoking. Quality Guaranteed.

JOSE M. BASA,
No. 51, E, QUEEN'S ROAD, CENTRAL.

Hongkong, 10th October, 1883. [343

HONGKONG HOTEL.

HAIR DRESSING SALOON.

MR. MARMANDE begs to inform the Community of Hongkong, and Visitors, that the above Establishment is now in full working order.

He has engaged TWO FIRST-CLASS TONSORIAL ARTISTS from Paris, and his staff now consists of five competent workmen. He is prepared to execute Hair-dressing in all its branches, making wigs for theatrical purposes, or for ordinary wear, &c., &c.

HAIR CUTTING	50 Cents.
SHAMPOOING	25 "
SHAVING	25 "
TRIMMING BEARDS	25 "

LADIES' HAIRDRESSING SALOON.

Mr. MARMANDE and his assistants are always at liberty to attend Ladies at his Saloon, specially set apart for Ladies, or at their own Residences at MODERATE CHARGES.

Mr. MARMANDE begs to offer to the public his Shampoo Wash made by Mons. Pinaud who has had many years experience and guarantees it to keep for any length of time in any climate.

Monthly Customers for Hair-cutting, Shaving, and Shampooing, taken at the following prices:—

EVERY DAY	$4.00 Per Month.
EVERY OTHER DAY	$3.00 "
TWICE A WEEK	$2.00 "

Mr. MARMANDE will receive direct from Paris a large Consignment of Perfumery and other Toilet requisites which will be open for inspection, and he is prepared to supply the same at prices which will compare favorably with those of any other establishment.

The Saloon is cool and airy, being supplied with Punkahs, and the "Iced Shampoo" is the greatest luxury of the day.

The Saloon is open from 7 A.M. till 7 P.M. for the reception of those who feel the necessity of a Tonsorial operation.

RAZORS MOST CAREFULLY RESET.

Hongkong, 13th June, 1883. [458

G. FALCONER & CO.

WATCH AND CHRONOMETER MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS

CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL. [471

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER ALWAYS ON HAND.

L. MALLORY,
Proprietor.

Hongkong, 24th June, 1881. [501

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS,

JEWELLERS, SILVERSMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

SOLE AGENTS

for Louis Audemars' Watches, awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's

CELEBRATED OPERA GLASSES, MARINE GLASSES, AND SPYGLASSES.

No. 38, QUEEN'S ROAD CENTRAL. [478

Intimations.

IMPORTANT INTIMATION.

WILL BE READY ON JANUARY 1st.

(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST.

A DIRECTORY FOR CHINA, JAPAN, NORTH BORNEO, AND THE PHILIPPINES, FOR THE YEAR 1884.

PRICE THREE DOLLARS.

The above work will be published at the Office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladiwostock, Formosa, the Treaty Ports of China and Japan, the Philippine Islands, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, including the New Treaties between

RUSSIA AND CHINA,
BRAZIL AND CHINA,
AND
THE KOREAN TREATY;

together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional and other Residents, will supply the necessary matter, and to ensure correctness, upon forms sent for that purpose. The Naval and Military portion will be taken from the latest published official lists and revised at Head-quarters; in fact, no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1884 will contain a complete

INDEX TO THE ORDINANCES OF HONGKONG;

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG,

AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, dealing with almost every branch of sport including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

The WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources will make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *vade mecum* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1884 will be Printed on a superior quality of Paper with a NEW FOUNT of TYPE, specially ordered for the work, from THE PATENT TYPE FOUNDING COMPANY, Red Lion Square, Holborn, London, and will be bound in a fashion far superior to any work of the kind ever published in the FAR EAST.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at This Office for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It will have an extensive circulation in all Ports between Singapore and Newchwang, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to

"THE HONGKONG TELEGRAPH" OFFICE, HONGKONG.

Hongkong, 9th October, 1883.

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRYMEN,
PERFUMERS,
IMPORTERS AND EXPORTERS OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS OF
AERATED WATERS.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY, 24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA, 14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3

BIRTH.

On the 7th instant, at West Villa, the wife of Captain HENRY KENNETT, of a daughter. [764

DEATH.

At the General Hospital, Shanghai, at 10.30 on the morning of the 6th inst., PAUL ADALBERT LEHMANN, aged 31 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 10, 1883.

"WHEN in Rome do as Rome does" is an axiom inculcated very early in life into our minds and carefully laid to heart. Strange enough, it is one which is studiously ignored by the many directly they enter on manhood and begin experience of life, and yet to its neglect may assuredly be traced most of the troubles which occur, with Eastern races especially. Although we are supported by this sage maxim, and apply it in its proper sense to China, and say "When in China do as China does" it is certain this view will be received by the majority of our fellow foreigners with scorn and contempt. Regrettable as such a condition of foreign public opinion undoubtedly is, nothing is to be gained by quietly ignoring it, but, on the contrary, much by determinedly combatting it. The attitude the Chinese are assuming towards foreigners, as shown in the Tonquin question, and at various treaty ports in China, is not difficult to explain if not to extenuate. In the first place, a careful scrutiny of the origin of quarrels between foreigners and Chinese, will show that they invariably have been initiated by the foreigner who excited the ire of the people by some wrongful act, or by inconsiderately attacking or wounding their prejudices. The Chinese not unnaturally retort by taking up a position of defiance, unfortunately becoming more serious and more formidable every day, but which we, in blind confidence, profess to ignore and despise. Let alone their military and naval advancement, the majority of our fellow countrymen fail to see any increase of power or influence in the extension of the native press, the improvements in education and instruction, and the increased knowledge of foreign nations, their condition and circumstances, which the Chinese have acquired by extended intercourse. Again, when we reflect that the prejudice against foreigners has been imbibed, so to speak, at their mothers breasts, it is not altogether inexplicable when any gross outrage is committed on them by foreigners, that it should lead to extraordinary excitement, and to possible grievous consequences. In the face of very frequent occurrences in this colony, in which Chinese interests are palpably ignored or unfairly assailed, many still deny that any exceptional treatment is accorded by foreigners to Chinese. One illustration of the inaccuracy or fallacy of such a standpoint will be sufficient for our present purpose. We refer to the public latrine which collapsed a short time since burying in its ruins *thirty-five* men; six of whom were sent to hospital where two died. The building had not long been constructed, and its ruin, in this manner, did not reflect much credit either on the working of the new sanitary system or on the enlightened government which professes to rule the Colony with such considerateness. Instead of evoking some enquiry it was hurriedly and conveniently hushed up, our discreet and servile contemporaries maintaining, of course, a judicious silence on the subject. Only the lives of *thirty-five Chinese* were concerned in the matter, and this was evidently considered too insignificant for an overworked executive, or the so-called representative press, to bother themselves about. In any other place in the world, but Hongkong, the Public Works Department would have been called upon to satisfy the public of its irresponsibility in the matter. The Chinese are no longer children on whom the foreigner can readily impose. They know perfectly well that in England the parties responsible would most certainly have been placed on their trial for manslaughter, and that however immaculate the Surveyor General's department is claimed to be here, that claim would be of no avail there, to shield it from enquiry or to exonerate it from responsibility.

The Chinese, in Hongkong, must therefore be contented, for the present, to thank Buddha they live under the paternal BOWEN-MARSH administration. However, at whatever sacrifice, we shall continue fearlessly to expose and combat the one-sided administration of this colony, feeling assured that eventually we shall triumph by seeing our actions endorsed and views supported by the majority of our countrymen both here and at home, who will insist, sooner or later, on a different treatment of our Chinese fellow citizens.

We trust our remarks may not be construed by our sensitive and compliant Executive into another charge of libel. It seems probable that we shall soon have to embellish our pages, by printing in *red* ink our disclaimer of having any other motive than the public weal in the criticisms, on public affairs, we consider it our duty to make from time to time.

TELEGRAMS.

LONDON, October 9th.

MINISTERIAL CHANGES IN PARIS.

The French Minister of Marine and Colonies has been appointed Minister of War in the interim.

SPAIN'S DEMANDS.

The Spanish Government demands that King Alfonso's reply to M. Grevy be published officially.

LOCAL AND GENERAL.

WHEN the *Sin Nanning* passed out of the Peiho river the other day the steamer *Wenchow* was on shore.

IT is rumoured in Chinese circles in the colony that His Excellency Li Hung-chang will shortly visit Canton.

YUNG ASING, who wanted to start stonecutters' pidgin on his own account, without paying for his tools, has been accommodated by the Government with a one month's apprenticeship at the "Retreat."

LO AON has received his congé for three months for breaking into No. 4, Wing Fung Street and stealing therefrom four augurs, two packages of screws and one package of nails. The enterprising housebreaker was caught in the act of retiring with his plunder.

WRITING under the heading "The Hongkong Subscription Griffins" the Shanghai *Mercury* of the 6th inst., says:—The Major was giving his charges training gallops on the Inside Course this afternoon, and taking their time from the Cricket Pavilion. The white, purchased from Mr. Mustard, did 1 mile in 2.17, hard held. The spotted beat a field of six, four of which came in close together. It was a flying light course and a fine afternoon, just the day for making fast time.

SAYS the Shanghai *Mercury* of the 6th inst.:—We regret to learn that the cable robbers are still unimpeded at their work. This morning at 9 a.m., they cut the Great Northern's new river cable between Woosung and Gutzlaff. They are now working on one old river cable. The Company's repairing steamer is now engaged in repairing the Eastern Extension's river cable; when that work is finished, it will go to repair the other of the Great Northern's river cables. Delay may be expected in the working just at present. Mr. Henningsen has telegraphed to-day to Li Chung Tang asking for protection, and complaining of the Taotai's apathy. The Danish Consul has applied several times to the Taotai, who has, however, done nothing whatever.

JOHN KANE, a deserter from the British steamer *Nelson*, and a new candidate for a sung corner in the "Sailor's Rest" was sentenced at the Police Court this morning to one month's seclusion in Hayward's Hotel from the noble army of beachcombers. Attached to the summons in this case was the following unique document:—

> S. S. *Nelson*,
> October 9th, 1883,
> AT SEA.
>
> A. GUTTERRES, Esq.,
> Shipping Office,
> Hongkong.
>
> DEAR SIR,—The man John Can that you or *Seconded* me to ship has never come.
>
> I am, Dear Sir,
> Yours Respectfully,
> (Signed) GEO. WILLIS.

Will our ultra-sensitive Executive be pleased to believe that we have no desire to falsely, wickedly, maliciously, &c. &c., libel anybody when we ask the question—what becomes of the one dollar shipping fee in a case of this kind? Is it refunded to the captain of the vessel—or what?

A HAMBURG correspondent writes to the *London and China Express*:—The apparatus for deepening the river here of late has been augmented by two formidable steam-dredgers of a new construction. These enormous machines are constructed entirely of steel and iron, and are capable of dredging a channel of a depth of no less that 34ft. (English), taking up within the limits of a single hour as much as 500 tons of ballast when in full working power. Different from other dredgers, these new ones do not work at the middle of the vessel, but at the head, thus being able to dredge their own channel in shallow water. The new engines have been built at a cost of m.750,000 (the two). They will be principally used in deepening the new basins which will have to be constructed in consequence of the inclusion of Hamburg in the Customs union.

THE British squadron, under Admiral Willes, was expected at Hakodate on the 30th ulto.

A REGULAR Lodge of St. John, No. 618, S.C., will be held in Freemasons' Hall, Zetland Street, on Monday evening next, the 15th instant, at 8.30 precisely.

H.M.S. *Daring* arrived in Shanghai from Vladivostock on the afternoon of the 5th inst. having left the last named port on September 28th in order to relieve the *Foxhound*.

THE *Daily News* publishes a telegram on the 23rd ulto. to the effect that although the British authorities sent a message to Cetewayo asking him to surrender, they did not send him an ultimatum.

MESSRS. KELLAR AND CUNARD, the Royal Illusionists opened, in Shanghai on Thursday the 4th instant, and in spite of a comparatively small audience, were accorded a most enthusiastic reception.

DESPATCHES from Africa announce that the French have attacked and burned down the native town of Loango, because the King refused to give up a Portuguese flag formerly presented to him by the Portuguese commandant.

THE *Japan Herald* hears that the Japan Lighthouse Department has made a claim of $10,000 on the owners of the s.s. *Breconshire*, as damages sustained by the sinking, some months ago, of the Yokohama Lightship by that vessel.

ACCORDING to the Shanghai *Mercury*, rumours are current that the Viceroy Tso Chung Tang has decided to leave Nanking on the 13th inst. for the inspection of the forts, &c., in various parts of the provinces under his government.

COLONEL CRAWFORD, R.A., commanding the Hongkong Volunteers, has issued a notice intimating that the annual meeting to appoint a finance committee for the ensuing year will be held at head-quarters on Friday next the 12th inst. at 6 p.m.

WE read that the Bishop of Argyll and the Isles was enthroned on the 4th September, in his cathedral at Cumbrae, Millport. The ceremony, which was witnessed by a large congregation, was performed by Dr. Noyes, dean of Argyll and the Isles.

AT the recent meeting of the Grand Lodge of England, in London, it was notified that warrants had been granted for the formation of a freemasons lodge at Canton, under the style of "The Star of Southern China," and one at Tokio to be named the "Tokio Lodge."

THE *Mercury* hears from reliable Chinese sources that the notorious pirate chief Wang, who caused so much trouble at Taichow, in the province of Chekiang, has not left the Chinese Imperial service, as reported, but is still engaged as an officer in the local army.

THE Queen, having been invited to open at Aberdeen a park which has been presented to that city by a lady (Miss Duthie) at a cost of £70,000, has replied, expressing her regret that she will not be able to open the park, but stating that the Princess Beatrice will be happy to perform the ceremony.

THE *Courier* hears that Governor Sir George Bowen and the Hon. F. Bulkeley Johnson were to leave Shanghai for Hongkong by the Indo-China Co.'s steamer *Posang* on Sunday last. The *Posang* arrived here this morning but neither His Excellency nor Mr. Johnson were on board.

THE *Athenæum* states that Mr. Egmont Hake has been for some time engaged on a life of Major-General C. G. Gordon. The work is to be called "The Story of Chinese Gordon," and will deal with the incidents of General Gordon's career from the early days when he was a subaltern in the Crimea up to the present date.

HOME papers state that the Portuguese war vessel *Vasco de Gama*, which lately arrived at Gibraltar, will return to Tangier to support the claims of Portuguese subjects against Morocco. Sixty thousand dollars have been advanced to Moors during the last two years on account of the scarcity of grain and the threatened famine.

THE many and slow streams of lava which lately issued from the middle of the eastern side of the cone of Vesuvius are stated to have accumulated in considerable quantities, so as to form a small hill on that side of the mountain, and change its contour at that part. The new lava is covered with beautiful white alkaline crystals.

THE Shanghai *Courier* learns from Tientsin that owing to the floods that have covered the country, there will be no race meeting there this season. It was first thought that the races would come off at the end of this month, but as the water has not fallen an inch it will be impossible, there being two feet of water over a good part of the country. The weather is cool and pleasant.

THE *North German Gazette* has published an article addressed to France, couched in a very conciliatory tone. The article points out that ever since the conclusion of peace the German Government has invariably comported itself in a neighbourly manner towards the Government of France, and adds that it is only necessary for good relationship to continue that France should have the same respect for the Treaty of Frankfort that Germany had during two centuries for the treaties which sanctioned the annexation of Alsace by France.

THE Paris *Temps* publishes a despatch from London, according to which Mr. Gladstone has assured the French Government that the British Government will abstain until the reassembling of Parliament from any action or intervention whatever calculated to modify the present arrangements with the Suez Canal Company in favour of English claims. According to Mr. Gladstone's views, this diplomatic truce should be taken advantage of by the British Chambers of Commerce and shipowners, and by the administration of the Suez Canal to endeavour to find, in a friendly way, the basis of an arrangement outside of any official intervention.

TO-MORROW being the day of Atonement all the Jewish offices in town will be closed for the transaction of business.

WE learn from the Shanghai papers that Mrs. Pickwood, the senior partner of the *North China Daily News*, died at Harrogate on the 2nd inst.

MESSRS. ROBERTS and Wilson, divers in the service of the Imperial Maritime Customs, have been sent from Shanghai to Amoy to blow up the wreck of the steamship *Pakhoi*, which, it will be remembered, was wrecked near the latter port about a couple of years ago.

THE Paris correspondent of the *Daily Telegraph* writes:—"It has all along been taken for granted that the Civil Commissioner for Tong-King acted in accordance with instructions received from home when he authorised the bombardment of the forts at the mouth of the Hué river, and thrust his draft treaty down the throats of the Annamite mandarins. I have good authority for stating that, far from approving of Dr. Harmand's energetic proceedings, the French Government is extremely annoyed thereat."

WITH regard to French reinforcements for Tonquin we note that a mountain battery of six, eighty-millimètre guns was to be despatched from Toulon at the beginning of last month, as owing to the nature of the Tonquin roads mountain artillery is alone practicable in that country. Reinforcements to the extent of four thousand men were to be sent out in the transports *Aveyron* and *Shamrock*, on the 10th and 20th ulto. The *Vienne* was to follow later with the *matériel* for the troops. It was also announced that the gunboat *Aspic* would shortly sail from Toulon for Tonquin.

SAYS the *Naval and Military Gazette*:—Many officers who have studied at the Royal Naval College will hear with regret of the death of Mr. George Augustus Tuck, late Instructor in Steam at the College, and one of the best known engineer officers in the Royal Navy. Mr. Tuck, who was in his fifty-seventh year, entered the Navy in 1845. In 1857 he was appointed chief engineer of the *Nimrod*, Captain Dew, and went with her to China, and served at the attack and capture of the Peiho forts, 1858, and throughout the campaign of the following two years, including the capture of the Taku forts and occupation of Peking, being landed with our Naval Brigade at the attack of the forts (medal with two clasps). During his services in China later, as chief engineer of the *Furious*, he was also frequently in action with the pirates who then infested Chinese waters. Prior to his retirement, which took place in 1879, he had been re-employed in connection with his old ironclad, the *Royal Oak*.

THE warlike menaces of both France and China have, says the writer of the monetary and commercial article in a home paper, been duly criticised in the markets likely to be affected if war broke out between the two countries. It has had little actual result, however, though it may have been one of the elements which have tended to give a slightly firmer tone to the tea market. The rumours are at present too vague to make any decided influence felt. No doubt should difficulties occur, prices of some commodities would go flying up. The news of China having sent troops to Tong-King has produced no effect in the City beyond making a few foreign securities a little flatter. In Paris, however, the effect has been more marked, although not as serious as might have been expected. Reuter's were lower, notwithstanding repeated efforts to maintain them. Operators in Paris have not believed in war, however, which will account for there not having been greater variations.

A KOREAN correspondent of the Japan *Herald* says:—This port, Ninsen, being only newly opened, the number of Japanese settlers is increasing here daily, and at present they amount to about 300. Only about five per cent of these are real traders, the rest being all mean, aimless fellows. These latter come chiefly from Tsushima, and their intention seems to be only to cheat the Koreans, and then to go home and indulge in luxury. The women of ill-fame who came from Nagasaki are a constant source of trouble to both the police and the Consulate, for as public prostitution is not permitted, it is carried on secretly. The Koreans are generally dull, but are not covetous. They live upon rice-gruel and tobacco. Their mines are left unworked, and both cereals and manufactured goods are scarce and dear. Some people say that the foreign trade will never be prosperous until the form of Government is changed, and the present generation of Koreans shall have grown old. Copper is largely imported, but as the price is paid in Korean small coins the importers reap but little profit. People ought not to come here headlessly, and thus incur losses which might have been avoided.

GENERAL ("Chinese") Gordon writes on the Franco-Chinese *imbroglio* as follows:—"China's game is, and will continue to be, to wait upon events; and she will try and work so as to embroil us with France, if she is herself compelled to go to war with that Power. There are, and would be, plenty of opportunities for the attainment of this object in the Treaty Ports. One may say, humanly speaking, that China going to war with France must entail our following suit. This would be a bad thing in many ways for civilisation, because the Chinese are naturally bumptious enough, and any success over Europeans would raise their arrogance to a perilously high pitch. And even if their success were due to an alliance with us, our assistance would be lightly forgotten. Such an alliance would not conduce to future harmony. Altogether, I cannot think that the world would gain in any respect by a war between France and China—no matter what the result of the contest might be; and in the end I doubt if it would be beneficial to China herself. Of one thing, however, the French may feel sure, and that is that the Chinese would avail themselves of all the most recent scientific discoveries in the military art, and, in a struggle with a single foreign Power, would count a good deal on the services of [illegible] dynamite and infernal machines."

THE *National*, a Paris Republican newspaper, which is, as a rule, very well informed, says:—We have reason to believe that Rear-Admiral Meyer, who will, if necessary, be supported by his colleague, Rear-Admiral Courbet, has been ordered to make a naval demonstration off the coast of China, and as near Canton as possible."

BY an advertisement in another column it will be seen that a new enterprise in the shape of "Private Billiardrooms" has been started in the colony in the commodious premises at Beaconsfield Arcade. From what we had previously heard we were under the impression that the rooms in question were to be opened as a "Club for Captains" under the management of Mr. A. Hahn. We were asked to visit and inspect the premises and have done so, and in fairness to all parties concerned we must say that the three large apartments appear to be well suited for the purposes of supplying what is claimed to be a want in the colony. The position is central, the rooms are airy and large and comfortably arranged, and the enterprise will doubtless be extensively patronized. As the name of Mr. Hahn appears in "Hongkong Innkeeper's" advertisement in connection with the Beaconsfield Arcade premises, and the projected "Captains' Club," we have been requested to state by that gentleman that he is not at all connected with the speculation, his own business, which is likely to be largely extended very shortly, requiring his sole attention.

THE following account of a very remarkable accident is given by the *New Zealand Herald* of August 4:—"Mr. George Stillie, traveller for Messrs. Blackie and Son, publishers, London, Glasgow, and Edinburgh, was, about 16 or 17 months ago, in Australia. The weather was very hot, and he took a hammock and suspended it under the verandah of the house he was staying in as a bed at night. The mosquitoes were troublesome, and, as he had often done previously, he lighted his pipe after getting into the hammock to keep his tormentors away until he should fall asleep. The pipe he used was a meerschaum one, with a bone stalk which screwed on. The full length of this part of the stalk was 2½ inches. The bowl of this pipe had been loose, though unknown to Mr. Stillie at the time. During sleep the bowl of the pipe became detached from the stalk, and he had unconsciously sucked the stalk down the wind-pipe, and it found a lodgement on the top of the right lung. Of this he was quite unconscious at the time, and the absence of the stem on the following day excited no suspicion in his mind. He began to suffer from an irritating cough, and on a doctor being consulted he stated that he was suffering from chronic bronchitis. In Melbourne subsequently he consulted other medical men, but all told him the same tale—chronic bronchitis. On his arrival in New Zealand, more than 12 months ago, he suffered a deal while in Dunedin and was informed by the doctor he consulted there the same story, but he promised to cure him of chronic bronchitis if he would lie up for six weeks. Mr. Stillie did not see his way clear to do that, and continued till about six weeks ago to suffer from his chronic complaint. All whom he consulted agreed upon the ailment from which he suffered save one chemist in Melbourne, who asserted that his trouble was not bronchitis, whatever it was. About six weeks ago Mr. Stillie was in Wellington, and was seized with a severe fit of coughing, and keeping his head in a stooping condition while so coughing, he ultimately coughed up the long-concealed pipe stalk. An abscess formed where the stalk had so long rested, and he was attended to at the hospital here soon after his arrival in Auckland. He is now staying at the Albert Hotel, and will be glad to show the cause of so much suffering to any medical man who may feel an interest in the recital of the particulars of his case."

TIENTSIN.

(FROM OUR CORRESPONDENT.)

1st October, 1883.

The following is all that is known from Chinese sources about the interviews between Mr. Tricou and Li Chung Tang; the interviews were no doubt long on account of the arguments, which would be too long to repeat.

First day—Ceremonial visits, conversation on various disinterested subjects.

Second day—Visit returned by Li Chung Tang and an invitation to Mr. Tricou to dine with him.

Third day—The question was asked by Mr. Tricou, what was the reason for amassing troops on the borders of Tongking? Li's reply was in order to repulse the Black Flags in case they should cross over. Why were arms supplied to them? This Li denied. The Black Flags being Chinese and therefore subjects of China he requested Li to order them out of Tongking. Li replied that they had been rebels before and been beaten out of China; China therefore did not recognise them as her subjects. Mr. Tricou said neither did Annam; he therefore requested Li to appoint a place in Kwang Si for the Black Flags to inhabit when they were driven by the French out of TongKing, which France will do. Li said he could do so.

Li Chung Tang has settled Captain M[illegible]'s claim with Tls. 4000, instead of Tls. [illegible]250 claimed [illegible].

The Chinese gossip here is that the Black Flags having beaten the French troops lately necessitated Mr. Tricou's visit here and hence to Peking in order to solicit aid from the Chinese Government; such is the Chinese argument on the [illegible].

[illegible] *Haian* Li San leaves for your port and Li Chung Tang sends to the Shanghai treasury (Tls. 150,000 [illegible]).

Telegraphic communication between here and Tungchow is established; charges 20 cents [illegible] Chinese, 10 cents per word, rather high, as the sender has to pay himself for forwarding the [illegible] Tungchow to Peking [illegible] Shanghai [illegible] 500 li [illegible] chow 240 li [illegible] Director [illegible] will see the [illegible]

The Chinese [illegible] Shan has [illegible]

The Hongkong Telegraph.

No. 531. WEDNESDAY, OCTOBER 10, 1883. SIX DOLLARS PER QUARTER.

For Sale.

SHOOTING SEASON

1883-1884.

LANE, CRAWFORD & Co., HAVE RECEIVED THEIR ASSORTMENT of SPORTMENS' AMMUNITION AND SUNDRIES,

comprising:—

SPORTING GUNS, in newest styles, in Cases Fitted.
ELEY'S NEW METAL LINED and other CARTRIDGE CASES.
WHITE, GREY, and GREASE PROOF WADS.
CYLINDRICAL WIRE CARTRIDGE CASES.
CHILLED and ORDINARY SHOT.
PIGOU and WILKS' "ALLIANCE" GUNPOWER.
Re-capping, Loading, Ramming and Turnover MACHINES.
CARTRIDGE BAGS and BELTS.
GAME BAGS.
SHOOTING BOOTS.
POWDER and SHOT MEASURES and FLASKS.
DOG WHISTLES and WHIPS.
REVOLVERS, by best English and American Makers.
TINNED PROVISIONS for SHOOTING TRIPS.

LANE, CRAWFORD & Co.

Hongkong, 17th September, 1883. [340

Insurances.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.

Hongkong, 15th June, 1881.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1881. [470

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED..........$1,000,000.)

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [106

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)	Tls. 420,000.00
PERMANENT RESERVE	Tls. 230,000.00
SPECIAL RESERVE FUND	Tls. 318,235.56
TOTAL CAPITAL and ACCUMULATIONS, 31st March, 1883	Tls. 968,235.56

DIRECTORS.

F. D. HITCH, Esq., Chairman.

C. LUCAS, Esq. | WM. MEYERINK, Esq.
A. J. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 per cent. for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agents.

Hongkong, 25th May, 1883. [83

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL $833,333.33.
RESERVE FUND.................. $70,818.37.

BOARD OF DIRECTORS.

LEE SING, Esq. | LEE YAT LAU, Esq.
LO YEOK MOON, Esq. | CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 1st September, 1882. [670

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co. will conduct our Business at this Port, and all Communications should be addressed to them. Messrs. RUSSELL & Co. will also act as Agents at this Port for our line of Steamers.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [606

NOTICE.

MR. RUTTONJEE DADABHOY TATA is authorised to sign OUR FIRM from this date.

TATA & Co.

Hongkong, 1st October, 1883. [746

NOTICE.

THE INTEREST AND RESPONSIBILITY of Mr. [illegible] in Our Firm CEASED on the [illegible] August [illegible]

[illegible] & Co.

Hongkong, 1st September, 1883. [illegible]

Intimations.

SPECIAL NOTICE.

A CIRCULAR HAS BEEN ISSUED FROM 8, BEACONSFIELD ARCADE BY MR. A. HAHN, in which that person states he has decided to form what he calls a "CLUB FOR CAPTAINS," in order to supply a want, which, he says, exists for such an institution, to provide Captains of vessels visiting this harbour with accommodation for obtaining MEALS AND OTHER REFRESHMENTS AT ALL HOURS.

This circular states that the Captains of vessels coming to Hongkong are badly catered for by the few so-called Hotels, and in so doing grossly libels the Hotel and Innkeepers of the Colony.

Mr. HAHN intends to provide a place where Meals can be had at all hours, and where Captains can meet and discuss any matters of importance in connection with seafaring interests. Each Room will be Elegantly and Comfortably FURNISHED, and a BILLIARD TABLE and a PIANO will be provided in each room. There will also be MUSICAL EVENINGS and DANCING during the winter.

On behalf of the HOTEL and INNKEEPERS of Hongkong I protest against Mr. HAHN, who carries on Business as a Piano tuner and repairer, or any other person, being permitted to infringe on our rights by establishing what is simply AN UNLICENSED PUBLIC HOUSE. We pay the Government a sum of $300 per annum for a spirit license, and $50 per annum for each billiard table and have, besides, to close our places at certain hours. Mr. HAHN proposes to SELL SPIRITS and other LIQUORS, to run THREE BILLIARD TABLES, and to KEEP OPEN AT ALL HOURS without paying any license whatever.

How can such a Club as this be legally established for persons who are non-resident in the Colony? Mr. HAHN refers to the Engineers Institute, but that association, which is conducted by resident Engineers, does not Sell Spirits, does not run Billiard Tables, nor does it Keep Open House for the supply of Refreshments at all hours, or give Musical and Dancing evenings.

It is the duty of the authorities to protect the interests of the Hotel and Innkeepers, and to see that the laws are not violated by the establishment of UNLICENSED PUBLIC HOUSES of the class of this proposed "Captain's Club." We do not object to legitimate Clubs, but Mr. HAHN's proposed enterprise is not a Club in any sense of the term.

This is not the first attempt that this person has made to run a business of this kind without paying a license. Not so long ago he gave Italian Night Entertainments at Kowloon which became a regular haunt of the gay women of the Colony, but as a license to sell drink was refused, both the Italian Entertainments and Mr. HAHN soon came to grief. He afterwards had a so-called Club, where Masquerade dances were a special attraction, but this also fell through. And now comes this "Captain's Club" for non-residents.

It is for the authorities to investigate this matter and to put a stop to any attempt to evade the law.

A HONGKONG INNKEEPER.

Hongkong, 29th September, 1883. [729

ROYAL YORK HOTEL, OLD STEYNE, BRIGHTON, ENGLAND.

THE above HOTEL is Centrally situated, with Suitable Rooms and ample accommodation for travellers, especially those coming from Eastern Climates. FAMILIES and GENTLEMEN will find every comfort they can wish for at the above establishment.

A. HOADLY, Proprietor.

503]

"CLARIDGE'S HOTEL," BROOK STREET, LONDON, W.

THE above is a Commodious and Suitable HOTEL for FAMILIES and GENTLEMEN going home from the Far East. It is under the direct able Management of Mr. and Mrs. GEORGE PRAGNELL who spare no pains in providing their visitors with every possible comfort. [502

NOTICE.

HE CHUNG, SHIPS' PLUMBER, BLACKSMITH, &c., &c., has REMOVED from No. 35, Queen's Road East, to No. 6, Peel Street, close to No. 120, Queen's Road Central.

Hongkong, 4th August, 1883. [620

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.................... $22 per Case.
PINTS...................... $23 per Case.

Apply to

MELCHERS & Co.

Hongkong, 2nd March, 1882. [8

FOR SALE.

BEST Quality of GOLDEN GATE and WESTERN MILLS FLOUR, lately from San Francisco.

PONGEE SILK of all kinds.

Apply to

FUNG TANG, OF HEE CHEONG CHING HONG, 47, Bonham Strand.

Hongkong, 6th August, 1883. [624

J. AND R. TENNENT'S ALE AND PORTER.

DAVID CORSAR & SONS'

MERCHANT NAVY, NAVY BOILED, LONG FLAX, CROWN } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 25th June, 1881. [469

WILLIAM SCHMIDT & CO. GUNMAKERS & AMMUNITION DEALERS, BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand. [9

Intimations.

KELLY & WALSH

HAVE JUST RECEIVED THE FOLLOWING

NEW AND POPULAR MUSIC.

DANCE MUSIC.

FEDORA Valse	Composer of "My Queen" Valse.	Iolanthe Waltz	D'Albert.
In the Twilight Valse	C. Coote.	Much ado about Nothing Waltz	J. M. Ball.
Récits D'Amour Valse	Waldteufel.	Southern Breeze Waltz	Meissler.
Rhine Maiden Waltzes	Gautier.	Estudiantina Valses	Waldteufel.
Encore une fois Valse	Lowthian.	Swallows Waltz	Lowthian.
My little Sweetheart Waltz	Meissler.	Marguerite Waltz	"
Psyche Waltzes	W. H. Evans.	A Day's Ride Waltz	"
Myosotis Waltz	Lowthian.	Queen of Hearts Polka	"
Old Love and New Love Valse	"	Nap Polka	Lees.
Alice Valse	J. P. Clarke.	Me Viola Polka	Meissler.
Thine Alone Waltz	Meissler.	My Queen Waltz	Bucalossi.

SONGS.

Once, only Once	Cotsford Dick.	When the Boats come in	Löhr.
For you, for me		What shall I say	
But one Golden hour	Fr. Clay.	Very nearly	
We wandered once	J. De Sivrai.	I dream'd a Dream	E. Cooke.
Sisters—Yet Strangers	M. Watson.	Touch of a Vanished Hand	Pinsuti.
The Devoted Apple	Roeckel.	Close to the Threshold	Parker.
The Mower and the Lass	Wellings.	Little April Fool	E. Dorn.
Loved once, Loved ever		No, Thank you Tom!	Roeckel.
This is my Dream		Loved and Saved	Watson.
Not so	Roeckel.	'Tis all I ask	Cotsford Dick.
Brave and Fair	Carter.	The Turnpike Gate	Hutchison.
I cannot tell you why	Barri.	Five o'clock Tea	Poutet.
Be always mine	Wellings.	At the Ferry	Dorn.
Faithful	Roeckel.	The Harp	Molloy.
Sour Grapes	Poutet.	Highwayman Jack	Reeves.

VOCAL DUETS.

Sweet Bird of Eve	Dorn.	Distant Voices	Dorn.
Shepherdesses	"	Stars of the Summer Night	Wellings.

THE NEW CHRISTMAS NUMBER OF COOTE'S BALL ROOM ALBUM.

Contents—Solitude Valse (Waldteufel) Vanity Fair Quadrilles (Coote).
Minnit Polka (Waldteufel) Treue Liebe Valse (Coote).
Elsie Schottische (Smith) Aladdin Lancers (Lutz) Blue Beard Polka (Lutz).
Désirée Polka Mazurka (Waldteufel).

PRICE 40 CENTS.

KELLY & WALSH.

Hongkong, 15th September, 1883. [560

W. BREWER.

HAS JUST RECEIVED.

SWEET CAPORAL CIGARETTES.
HALF CAPORAL CIGARETTES.
FULL CAPORAL CIGARETTES.
SULTANA CAPORAL CIGARETTES.
GOLDEN CLOUD TOBACCO.

ACCOUNT BOOKS IN GREAT VARIETY.

GEMS OF DANCE.	SCOTTISH SONGS.
WALDTEUFEL ALBUM.	MOORE'S IRISH MELODIES.
MUSICAL FAVORITE.	GERMAN SONGS.
SUNSHINE OF SONG.	SILVER CHORD.
SILVER WREATH.	MUSICAL TREASURE.
LA CREME DE LA CREME.	SHOWER OF PEARLS.
ROBERT FRAUN'S ALBUM.	

NEW FANCY STATIONERY IN GREAT VARIETY.

THE POLYOPTICON!

W. BREWER, QUEEN'S ROAD.

Hongkong, 6th October, 1883. [703

NEW GOODS.

FOR THE AUTUMN SEASON.

ROSE & CO.

HAVE JUST RECEIVED A LARGE AND CHOICE VARIETY OF LADIES' AND CHILDRENS'

FELT AND BEAVER HATS

IN THE LATEST STYLES AND NEWEST COLORS.

ALSO

FLOWERS, FEATHERS, KID GLOVES,

AND LADIES' AND CHILDRENS'

BOOTS AND SHOES.

CHILDRENS' SHOES............FROM $0.85 PER PAIR.
LADIES' " .... " 1.00 " "

ROSE & Co., 31 AND 33, QUEEN'S ROAD.

Hongkong, 25th September, 1883. [716

SAYLE & CO'S SHOW-ROOMS.

JUST RECEIVED EX "GLENELG" AND NOW SHOWING.

CHEAP TRIMMED MILLINERY IN LATEST STYLES.

SPECIALITIES IN BEAVER, FELT AND STRAW HATS AND BONNETS IN NEWEST SHAPES.

FEATHERS, FLOWERS, MILLINERY, SILKS, VELVETS, SATINS, &c., &c., &c.

SAYLE & CO., VICTORIA EXCHANGE, HONGKONG.

Hongkong, 8th October, 1883. [730

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for San Francisco, via Yokohama, with option of calling at Honolulu, on SATURDAY, the 13th October, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 per cent. from Return Fare; if re-embarking within one year, an allowance of 10 per cent. will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 12th October. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 8th October, 1883. [1

Intimations.

HONGKONG RACE FUND.

THE ANNUAL GENERAL MEETING OF MEMBERS will be held at the HONGKONG CLUB, on FRIDAY, the 12th instant, at 4.30 P.M.

By Order,

H. J. H. TRIPP, Clerk of Course.

Hongkong, 8th October, 1883. [755

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of SHAREHOLDERS in the above Company, will be held at the Office of the Undersigned, on SATURDAY, the 13th instant, at THREE O'CLOCK P.M., in accordance with the Provisions of Ordinance 1 of 1877.

WILLIAM LEGGE, Acting Secretary.

Dated the 4th day of October, 1883. [750

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1882.

SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia for the year ended 31st December last, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.

By Order of the Directors,

JAS. B. COUGHTRIE, Secretary.

Hongkong, 1st September, 1883. [673

FOR SALE CHEAP.

A COTTAGE PIANO (BY METZKER OF BERLIN)

Also

A LADY'S IRON CHAIR.

Apply to

C. B. A., Care of *Hongkong Telegraph* Office.

Hongkong, 9th October, 1883. [758

ON PRIVATE SALE.

THE well-known STAR HOTEL with a LEASE to 1st December, 1890. Rent Moderate. Proprietor retiring on account of Failing Health.

For Further information apply to the Proprietor,

F. A. LINDE.

Hongkong, 8th October, 1883. [753

LOST.

ON BOARD the River Steamer "POWAN," an IRON TRUNK containing BOOKS, PAPERS, CLOTHING, &c.

The above has probably been taken away by mistake by some Passenger, and the OWNER will feel greatly obliged by its being RETURNED on board the Steamer as early as possible.

Hongkong, 9th October, 1883. [759

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168

A CARD.

PRIVATE BOARD AND LODGING can be obtained for SINGLE GENTLEMAN OR MARRIED COUPLES AT NO. 6, QUEEN'S ROAD EAST. Next Door to the Temperance Hall. Terms Moderate.

Hongkong, 10th July, 1883. [318

Shipping.

STEAMERS.

FOR MANILA, VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain J. Marquez, will be despatched as above on FRIDAY, the 12th instant, at DAYLIGHT.

For Freight or Passage, apply to

BRANDÃO & Co., Agents.

Hongkong, 9th October, 1883. [756

FOR SINGAPORE, PENANG, AND CALCUTTA.

THE Steamship

"JAPAN,"

Captain T. S. Gardner, will be despatched for the above Ports, on TUESDAY, the 16th inst., at THREE P.M.

For Freight or Passage, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, 9th October, 1883. [761

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

THE Steamship

"LIBAN,"

Condolle, Commander, will sail on or about the 7th November, for MARSEILLES, VIA SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTICORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, *by which through freight may be booked.*

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

Each Steamer carries a Surgeon and Stewardess.

The Line is noted for its *Cuisine* and Beer and Table Wines are included in the Passage Money.

RETURN TICKETS are now granted by the Steamers of this line available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

Special rates are arranged for families.

For Freight or Passage, apply to

ADAMSON, BELL & Co., Agents.

Hongkong, 8th October, 1883. [754

SAILING VESSELS.

FOR LONDON (DIRECT).

THE A. 1. British Schooner

"MAGIC,"

Wm. White, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co.

Hongkong, 9th October, 1883. [762

FOR SAN FRANCISCO.

THE 3/3 L. I. I. British Ship

"CHARLES BAL,"

Watson, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 3rd October, 1883. [744

FOR NEW YORK.

THE 3/3 L. I. I. American Bark

"OBED BAXTER,"

Baxter, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 3rd October, 1883. [742

FOR NEW YORK.

THE A. 1. British Ship

"LOTHAIR,"

Boulton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 3rd October, 1883. [743

FOR NEW YORK.

THE 3/3 L. I. I. American Ship

"PAUL JONES,"

Gerrish, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 30th August, 1883. [666

To be Let.

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.

For further Particulars, apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.

Hongkong, 1st August, 1883. [607

TO LET.

NO. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.

"BISNEE VILLA" Pokfoolum, Furnished.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, 31st August, 1883. [7

TO LET.

"STOCKWELL COTTAGE" near to the Kowloon Club, British Kowloon, containing Four Rooms and Large Centre Room, Servants' Rooms and Outhouses, Gardens and Tennis Lawn, &c. Within Three Minutes' Walk of the Pier.

For Particulars, apply to

STEPHENS & HOLMES, Solicitors.

Hongkong, 22nd September, 1883. [713